



VINTAGE CHATTER

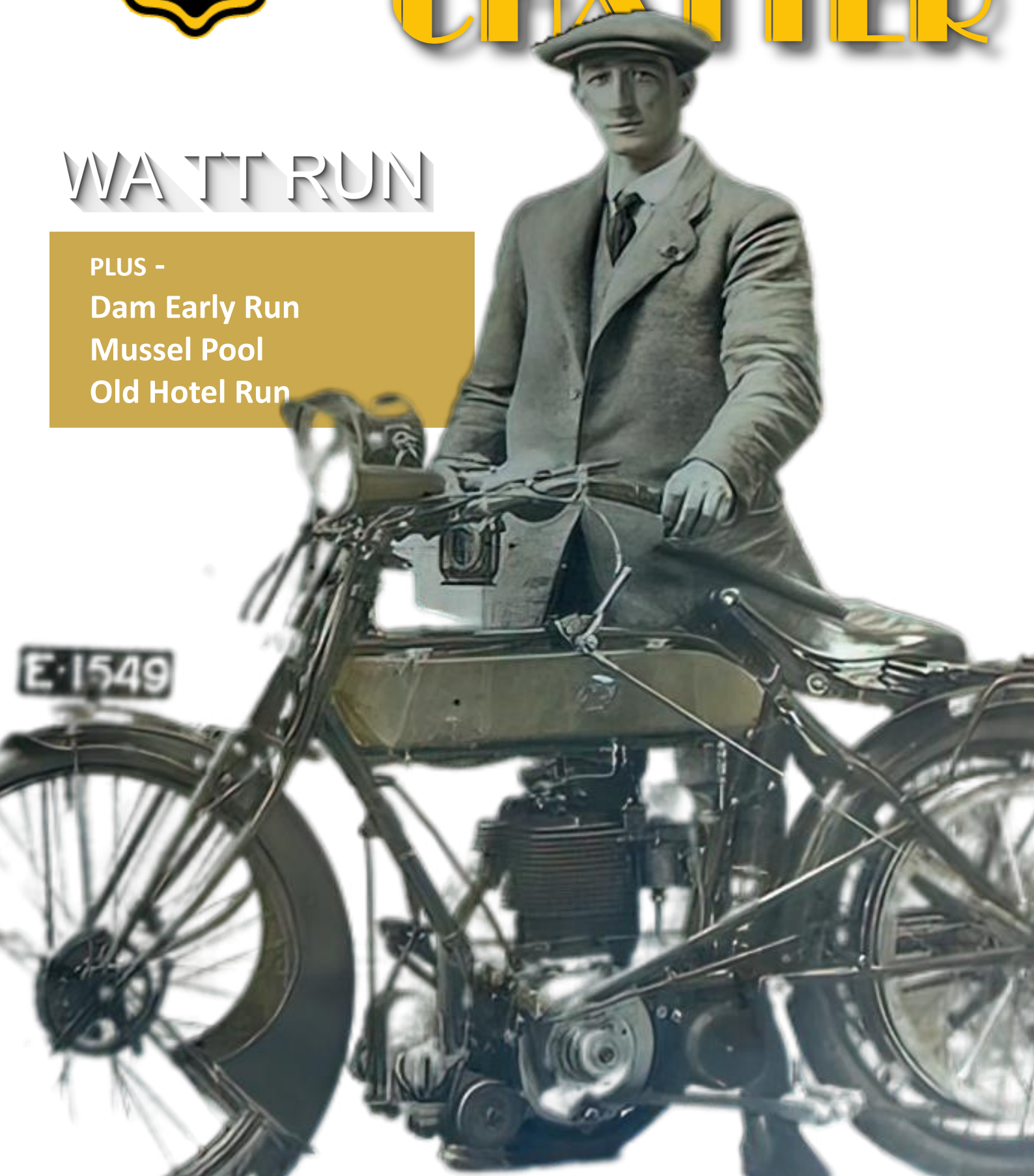
WATT RUN

PLUS -

Dam Early Run

Mussel Pool

Old Hotel Run



Club Contacts

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 - les@dgas.com.au
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Treasurer: Jim Douglas - 94016763 - treasurer@vmccwa.com
Communication/Ass't Secretary: Murray Barnard - 0434215665 - ildottore@iinet.net.au
Events Coordinator: Stephen Hills - 0413678604 - steve.mag@icloud.com
General Committee Members:
Neil Freeman - 0459888654 - vn_freeman@outlook.com,
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Registrar: Lat Fuller - 0468310215 - registrar@vmccwa.com
1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag
Dating Officer: Pre 1931: Michael Rock - 0437999009 - michael.rock@iinet.net.au
Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com
Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Machine appraisal: contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,	Murray Barnard - Roleystone - 0434215665
Greg Eastwood - Coolbinia - 0438041072,	Hans van Leeuwen - Mount Nasura - 0419921693
Jim Douglas - Kallaroo - 94016763,	Jeff Sanders - Serpentine - 0411750767
Maurice Glasson - Mandurah - 0410000617,	Lynton Morgan - Albany - 0438447330
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OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com,
Assistant Membership Secretary: Mike Blake - 0404692425 - mikeblake@iinet.net.au
Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com
Spares Store: Keith Weller - 92742476 & Chas Bayley - 0422339693
Librarian: Ken Vincent - 92932093 & Gary Tenardi
Club Regalia: Andrew Hobday - 0411358428 (leave message)
CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au
Invigilator: Chris Davis
Meeting Registrar/Raffles: John Laurance
Unit Caretaker/Property: Andrew Hobday - 0411358428
Tearoom: Ian Patterson
Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove - Caretaker: Ph. 94532728 Mob. 0457020635

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733
Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057
Club Unit: Unit 4, 4 Malcolm Road Maddington
Website: www.vmccwa.com/oilyrag
Facebook: facebook.com/groups/vmccwa

LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order): Murray Barnard , Ron Chave, Norman Chester, Jim Clark, Frank Cocks, Jack Cunningham, Rex Edmondson, Bert Holmes, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Ron Morrison, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent & Dave Weeks. Deceased: Jack Berkshire, Ron Cherrington, Bill Cowlin, Ray Oakes, John Rock, Ernest Serls, Peter Stocker & Eric Langton.

Editorial - Murray Barnard

Please Note - Parts Store Xmas/New Year: The Parts Store will be open on 6 Dec 21 but closed from then on until it reopens again on 17 January 2022.

Next Chatter: The next Chatter will be the March 22 issue. Any contributions required by 28 January 22 at the latest, thanks.

Membership Renewals for 2022 are due by 31 December 2021. To help the membership secretary it is appreciated if you renewed as early as possible. If you have a concessionally licensed machine you must be financial by 31 December 2021. There is no grace period with DoT. ASMs need to submit a renewal form as well even if no fees are due. The membership form is enclosed with the print edition of the Chatter. A digital copy is available on the Club website for download at vmccwa.com/oilyrag.

Are you 80 year years old or over & been a financial club member for 15 years & still active in the club, let the membership secretary know as you are eligible for free club membership as an Active Senior Member (ASM). Approaching 80, let the membership secretary know as well as he can plan ahead for your appointment as an ASM.

Bike Ballots: The Club will be offering for ballot the following items :

1. Two 1950's BSA B31 350 motorcycles which are largely complete. These bike were very popular post war when they were extensively used as commuter transport before families could afford cars. Once restored they are very reliable and virtually bullet proof. The bikes will be on display at OLD IRON in February and will be balloted at the March monthly meeting. The price is \$2750 each and the ballot will be conducted using the following basic rules of the bid:

Bidders must be a club member. First out of the hat gets the first bike. Second bidder gets the second bike. The club makes the decision on bike 1 and bike 2. Bidders do not get to choose which bike. First bidder out is automatically withdrawn from the second bid. (you cannot get both bikes).

2. We also have two un-stamped (not numbered) BSA M20 engines which we will ballot at the Feb monthly meet. These are engines only. Price for these \$900 each. Same bid rules as the B31's.

If you are interested in purchasing any of theses lots contact Keith or Chas in store to view in the first instance. To bid email Jim Douglas (treasurer@vmccwa.com) or list with Keith or Chas. Bidding will close 24 hours before the monthly meeting.



New books for the Library: Ken advises receipt of "Phil Irving an Autobiography" donated by Paul Barfoot & 3 CD's of BSA spares lists - 1949 to 1952

Sections

PRE-31 SECTION: Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468. Meet 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

POST 70 SECTION: Coordinator: Steve Hills - 0413678604. Meet 3rd Monday of the month, 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Lynton Morgan 0438447330, Secretary: Andrew Duncan – 0428996334, Meet 1st Thursday of the month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove.

Club Events - Stephen Hills



APPROVED CLUB EVENTS:

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills

CALENDAR EVENTS: Note: Calendar events are held on the 3rd Sunday of each month wherever possible.

December 26 2021 - Boxing Day Breakfast: Note: the new venue, again. As usual a social gathering and an excuse for a ride. This is a self catering b.y.o breakfast, that means you! Bring your own eggs and bacon, etc. We will be at the lower weir below the dam same as last year. Look out for the number 1 pump station Mundaring Weir Rd next to the O'Connor museum. There is good parking and toilets/bbq's. You are invited to attend on your bike or if under the weather let the family bring you by 4 wheels. We gather at the Weir from about 7.00-7.30 am and it's usually over by 10.30-11.00 in time for an afternoon nap. It's all informal, no entry fee or fixed time table and due to the annual interest shown you are invited to come along. Any questions please call 0439 294 366 - Ken Vincent

January 16 2022 - Chairman's Meet & Greet - Canning River Cafe, Kent St Weir Kent St & Queens Park Rd, Wilson. From 9.00am. Come and join our Chairman for a members Meet & Greet in this hidden gem next to the Kent Street Weir. Note: access to Kent St is difficult on Albany Highway when heading South, turn at George St W or come via Fleming Ave on Manning Road. Heading North on Albany Highway there is no problem. Contact Steve Hills - 0413678504

February 20 2022 - Old Iron Classic Motorcycle Show

February 27 2022 - Old Forkers

March 20 2022 - Roley TT

April 23/24 2022 - South West Two Day (Greenbushes). The Greenbushes ride will be similar to the Busselton 2 day the club ran for approx. 40 years. The ride will take the usual route, Pinjarra, Wellington Dam, Ferguson Valley, Donnybrook, Kirup & Nannup. Return route similar. Book early - Phone Greenbushes Hotel to book your room. Start time and meeting place to be advised and more information early next year. Barry O'Byrne - 0418936254

May 15 2022 - Chittering Run

June 19 2022 - Peter Groucott Ride, Serpentine Tractor Museum

July 17 2022 - Social Ride

August 21 2022 - Keith's BBQ

September 19/25 2022 - Orabandon/Perkolilli (Red Dust revival)

October 16 2022 - WA TT

November 19/20 2022 - Gypsy Tour Albany/Denmark

December 4 2022 - Dam Early Run

December 26 2022 - Boxing Day Breakfast

Pre 31 Restricted Events: 2022

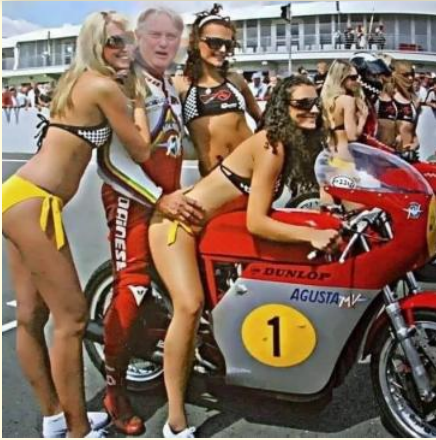
April 3 - Old Hotel Run - Starting and finishing at the Wattle Grove club rooms. We will be riding mainly on quiet good sealed roads to the Mundaring Hotel for lunch. Meet up at 9:30am, stands up at 10:30 AM. Contact Jeff Sanders 0411 750 767. Pre 49 machines only.

May 7/8 - Roaring Twenties

IMPORTANT PLEASE READ THIS, THE CLUB NEEDS YOU!

OLD IRON - 20 FEB 2022

Classic Motorcycle Club and Swap Meet



Have I got your attention?

Preparation is underway for the 2022 Old Iron which will be held earlier in the year, on 20 February 2022 at the Cannington Exhibition Centre. A sub-committee chaired by Stephen Hills has met frequently to plan and organise the event.

WHAT IT IS ABOUT:

1. The Old Iron is the major annual public relations exercise for the Club .
2. It is the Club's only significant fund raiser each year. A successful Show helps to pay for the services you receive and keeps membership fees significantly lower. This can only be achieved with your help.
3. It can only happen with the dedicated assistance of club members, in the roles of volunteers to help with set-up, administration on the day & pack-up.
4. Of course the majority of members can help make the day a success by displaying machines.

We make it as easy to participate as possible. In 2022 we will be accessing the venue on the Saturday for setup and for the actual show on the Sunday. You can bring display machines on the Saturday and they will be secured overnight with members on site. Alternatively bring display machines on the Sunday from 6.30 to 8am (the earlier the better).

As well as displaying any of your machines over 25 years of age we will a separate display area for Two Stroke machines, road, off-road or competition, all are welcome. So we are hoping members can put on display their loved and/or neglected two-strokes for the day, as well as other favourites for display in the main hall. The smaller hall will also mount a display of pre-1948 girder fork machines with a stand organised by the Pre31 Section. The Pre31 Section has racing bikes as a theme for 2022.

WHAT WE NEED:

1. We need to know what machines you are planning to bring for the display. Early advice helps us plan the display and layout. We **will** accept entries on the day but if you would like a display board prepared then let Murray Barnard know (email: ildottore@inet.net.au or Ph. 0434215665) by 31 December 2021. If you display a machine or machines, you get free entry to the Show and may win a trophy.
2. We need volunteers to help man the exhibition halls and keep an eye on the machines on display. This is essential and if we get sufficient volunteers then rosters can be for only an hour or so. If you can help supervise the exhibition halls please let Richard Argus know (email: secretary@vmccwa.com or Ph. 0418934550). Volunteers get in free and get a free snack from the canteen or sausage sizzle stand and a supply of bottled water.
3. If you can volunteer and help in any other way, e.g. gate team, traffic or swap meet control please let Neil Freeman know (email: n_freeman@outlook.com, Ph.0459888654)



Canning River Cafe, Kent St Wilson, site of the Chairman's Meet & Greet 16 Jan 22

On War Service



1815 • DESPATCH RIDERS • 1915

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved."—H.M. KING GEORGE V.

From Private S. HAYLETT, R.M.L.I.

"I should like to say how much I appreciated the B.S.A. Motor Bicycle on active service in Belgium and France. The roads were very treacherous, and in some parts sank nearly two feet, taking all one's time to dodge. At the end of my day's journey, which at most times covered between 70 and 80 miles, I quite expected to find something missing or loose from the constant jarring on the roads. On the contrary I found everything in perfect order. With such a splendid machine I was never in doubt of getting to my various destinations. The Motor Cycle has proved itself to be invaluable on active service, and I consider the B.S.A. the ideal mount. My machine was a source of interest and admiration to Belgian and French motor cyclists with whom I often came in contact. Wishing the B.S.A. every success."



A Despatch Rider of the Desert.

From Corp. F. NEWSHAM,
W. Rid. Sig. Co., R.E.

"I have now done 9,000 miles on my 4½ h.p. B.S.A., 7,000 on Military duty with no trouble except tyres, and I am confident that it's the ideal mount for despatch duty."

"...an engine is as quick as grass and holds as an intimately connected with the progress, prosperity, and the morality of mankind as any nation ever was in the whole long history of human effort."—MR. BALFOUR.

From Scout R. G. MARSHALL,
No. 4 Battery, British Expd. Force.

"The B.S.A. Motor Bicycle has been put through the most severe tests possible, and has come out top every time. There has been absolute freedom from trouble. I have done hundreds of miles as a Scout, and the only thing I can say is that I am lucky in having such a mount as the B.S.A."

From Corpl. TOM PEARSON,
Despatch Rider.

"Herewith I am enclosing photograph of myself on one of the new B.S.A. Motor Bicycles which we received a few days ago. I feel sure that it is better than any other machine I have ever ridden during the five years I have been motor cycling, and I am certain it will be most serviceable at the Front."

From Corpl. J. LANGLEY ROBINSON,
Indian Headquarters,
British Expd. Force.

"We have two B.S.A. Motor Bicycles in constant use, and I must say that they are about the only machines that are comfortable to ride, and do not fall to pieces, on the pavé here. Since coming here I have ridden other machines, but none of them have come near touching the B.S.A. for comfort and reliability."



Field Telegraphs receiving Despatches from Motor Cycle Despatch Riders.



Serjeant-Major H. Ruse, First-Class Warrant Officer of the 180th Company M.T., A.S.C., recently mentioned in despatches. He rode for over three months on his B.S.A. Machine in France, once for four days with only two hours sleep until he fell off exhausted, and narrowly escaped being run over.

B. S. A. Motor Bicycles.

"The Allies are daily increasing their resources of men and material that will enable them to prosecute the war to a triumphant end."—EARL KITCHENER.

From Sergt. A. R. HINE,
Despatch Rider, British Expeditionary Force.

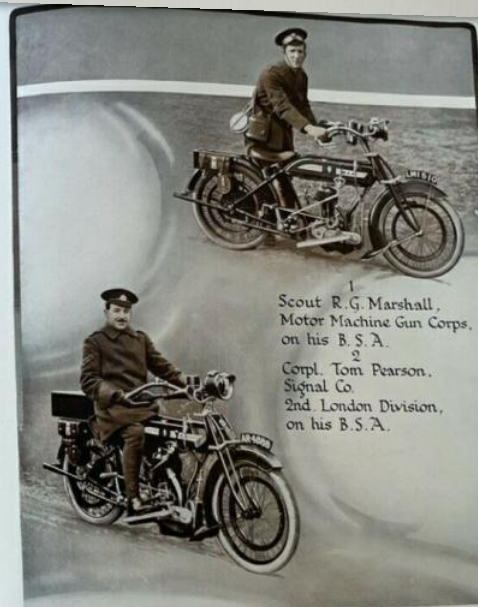
"I am a despatch rider at the Front, and have much pleasure in telling you that I am riding a B.S.A. Machine, which I find satisfactory in every way. Several times my life has depended on the efficiency of the machine, and it has never failed me. On the retreat from Antwerp the machine ran 30 miles without oil, the machine has been in three feet of mud, has been over the bad roads here for three months, has been ridden in rain, snow, ice and mud, and through all this has emerged without the slightest engine trouble. Several fellow riders speak of the efficiency of the machine, and I am sure with the B.S.A. Three-Speed (which has not given one moment's trouble) that the machine is all that one can desire—slow speed amongst troops and express speed when scouting. I can thoroughly recommend the B.S.A. when three months' trial on Active Service (daily use) has produced no engine trouble."



Five members of the Signal Co., 2nd London Division, with their B.S.A. Motor Bicycles.

From F. G. A.,
7th Squadron, R.F.C.

"The B.S.A. Motor Bicycle is standing up better than most out here. I have been riding one and know."



1
Scout R. G. Marshall,
Motor Machine Gun Corps,
on his B. S. A.
2
Corpl. Tom Pearson,
Signal Co.
2nd. London Division,
on his B. S. A.



WELFARE REPORT

by Adrian White

VALE JEFF SIEBER 16/10/48 - 12/10/21

Very sad to advise #55 Jeff's death. As his number suggests, he was a long term member, taken before his time, with cancer. The treatment offered was no longer making any difference, so some time ago, Jeff elected to discontinue the unpleasant, well meant medical intervention and get on with life. He aimed to buy a caravan, and spend some time with wife Liz, touring.

Jeff found motorcycles quite early in life, becoming an enthusiastic sidecar pilot, frequently clashing handlebars with fellow Clubman Max Madill at Claremont Speedway. He enjoyed battling it out with Peter Groucott and Neil Bromilow on scramble circuits too. He used a Harley Davidson WLA as daily transport, this remained his all time favourite bike. An early twenties Coventry Victor carried him on many suitable Club events. Later a B.S.A. A10, then a current Royal Enfield, complete with Liz in the sidecar, joined the fleet. He restored a forties Ford V8 truck, and only recently, finally had his Willys-Knight up and running. A man of varied interests.

Jeff worked many years in the fuel dispensing industry, travelling extensively fixing petrol pumps around the state. He was responsible for the nicely restored petrol pump in our parts store.

He leaves a memory of a gentleman, who some thought a little reserved, but always pleasant. He was a man of great integrity and would fiercely defend his principles. Several times as a Club member he clashed with those less-principled, immovable in his beliefs; those remaining from that era agree, he was always right in such matters. What a nice and fitting way to be remembered. Rest In Peace, Jeff.

Our warmest condolences to friends and family.

VALE GEOFF DAVISON. 5/9/1938 - 19/10/2021

Member #472, Geoff Davison passed away, following illness and a spell in hospital. He leaves behind wife Jean, and daughters Kerry and Julie, to whom we offer our warmest condolences.

Born and bred in England, he was apprenticed as a bus mechanic, a very comprehensive trade, requiring also qualifying as a fitter and turner. This gave Geoff a very broad understanding of matters mechanical, including motor cycles. Later, sheep farming became his passion. On retirement, the family settled in Western Australia. He'd raced bikes in England, specially enjoying beach racing. That wasn't practiced in Perth, so as well as riding road bikes, he joined the VMX. Club, becoming respected as a fast and safe competitor. His engineering skills helped friends there overcome varied problems.

Farming left him with an enduring love of Border Collies. One such became blind at an early age, but with the breed's intelligence and Geoff's kind understanding, the dog showed impeccable behaviour and affection, more so than most sighted animals.

That epitomises how Geoff will be remembered. Every one who knew him describe him as the nicest, kindest man, a true gentleman. The outpouring of love and respect from those who knew Geoff ensures he will be greatly missed. Rest In Peace.



Left: Geoff Davison

Albany Section

ALBANY MATTERS



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com

Secretary: Andrew Duncan – 0428996334 andy@urara.com.au.

Bernie Wolfe - Reporter

Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required.

Date	Club Runs & Events	Trailer backup
11 Dec 21	Christmas Charity Run	Not required
12 Dec 21	Christmas Tree Run	TBA
09 Jan 22	Lynton and Ron's Redmond run.	Ron (to be confirmed)
13 Feb 22	Flourish Cambodia	Ian Redman
13 Mar 22	Lloyds poker run.	TBA

ALBANY SECTION VMCC GENERAL MEETING 7/10/21

Chalet. Start 7.30 pm

Present – 14, Apologies 5

PREVIOUS MINUTES – 2/9/21. Moved B. Morrel, Sec A.Wust, that the Sept minutes be accepted as read. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES

P.Armstrong and L.Morgan met with Albany Police Traffic to finalize Annual Charity Run issues

- 1) Electronic payment medium – A.McDowell to be approached . VMCC Perth also have one.
- 2) Chalet Committee and Albany VMCC Committee have met to define issues relating to future Chalet management – Options/ Issues paper being developed. Pathway forward to be resolved in early 22.

CORRESPONDENCE IN

2* Smoke Signal magazines

Notification of Albany City Council Christmas Pageant (4th of Dec, Nominations by 12th Nov)

Proxy Forms for Perth VMCC AGM

CORRESPONDENCE IN OUT

Letter of thanks to Albany Printers for Charity Run posters

Bernie – Summary of Gypsy Tour for VMCC magazine

Moved B.Wolfe ,Sec J.Robertson that all correspondence be accepted. Passed.

TREASURERS REPORT - Current Bank Balance - \$ 8725.47

Moved I.Anderson , Sec A.Wust that the finance report be accepted . Passed

LIBRARY REPORT -Nil, Open

MACHINE AUTHENTICATION – L.Morgan Honda SL 350 , 1972

GENERAL BUSINESS

Charity Ride – Sat 11th Dec. Police wish to tighten up the riding group. Important to leave marshalling point

promptly. Salvation Army to be requested to provide CV QR Code. Need to provide written CV Code ability. 4 club members required for parking. Confirmation required from K.Stone regarding Santa. Order of procession outlined. Cheque for \$500 usually donated to the Salvation Army.

- 1) D Turpin's Charity ride to Cheyne's Beach- Sun 10th Oct, M.Feichtinger -backup.
- 2) Future Club rides – 14 Nov - Deceased riders Elleker , Lunch at Chalet Backup B.Morrell, 9th Jan – R. Hawkins, L.Morgan . Backup TBA, 13th Feb – Flourish Cambodia, I Redman? 13th March – L. Elliot ?
- 3) Coffee Runs – Venue discussion / clarification - Email to be sent
- 4) Charity Run posters received – To be held until Nov.
- 5) Notification of dispatch of Charity Run Badges – Moved L.Anderson , Sec A.Wust – That Charity Badge price be set at \$12- Passed
- 6) Gypsy Tour – Thanks to all club members and wives who contributed to key roles. Good feedback received – Letter of appreciation to be forwarded to Perth VMCC thanking them for participation and financial contribution.
- 7) Presentation and motion tabled by B.Morrell that a run for pre 1965 Motorbikes be initiated on the last Sunday of the month , commencing at 9am (Normal run to still take place at 10am) Sec.P.Ramsden – Passed – To commence in Oct.

Meeting concluded at 8.55pm

Albany Section

GYPSY RIDERS RUN - 18th & 19th September

SATURDAY'S RIDE

Ah, springtime on the South Coast. How flexible are you for a ride? Prepared to get soaked and cold? Take on a thunderstorm? Maybe hope for a sunny day? Well, some 20+ bikes and their riders gave it a go on Saturday and apart from 1 shower, it turned into a great day for a ride. Nice to see 6 Albany bikes joining in; those who didn't come across missed a good time, so think about it next year?

A 9.30 departure from Denmark with the back - up following, took us on that lovely Scotsdale Road to Duckett's Mill for a cuppa, cakes and chat; the advantage of being a bit early meant we had the place to ourselves - great! After much socializing most bikes headed off in the direction of Walpole; those who left earliest copped the most rain from the day's only shower while the stragglers only had a bit of drizzle to put up with.

A short stop at the Frankland River at Nornalup allowed us to regroup (and to look at the tourist board to see where we're going) then continue through Walpole and up the North Walpole Road to the Hazeldene Road. This would eventually return us to the South Coast Highway at Bow Bridge servo; another nice spot to regroup.

By this time lunch was calling and everyone made a bee line for Boston Brewery, the other side of Denmark. The staff had set up a separate long table for us and 30 people enjoyed the food and company until about 3pm, when people started drifting off home. A nicely planned ride!

Sunday's Ride

10th OCTOBER - RICHARD'S RIDE

One of our O.B.E. members (we're accumulating quite a few these days!) is fortunate to have a holiday house at Cheyne Beach and generous enough to share it with us. Richard Turpin is definitely one of our senior members and we're happy he shares our love of motorcycles; his current fun machine is a sparkly, red Triumph outfit. We all secretly hope we'll still be riding at his age. This is the celebration of his 86th birthday shared with the Club.

The fine weather convinced about 26 bikes and their riders to turn up at the Old Gaol for a spot of socializing prior to having a one - on - one rekindling of rider and their favourite machine on the road to Cheyne Beach. Yes, it's official, motorcyclists are the happiest users of the roads due to their relationship with their mounts! Car drivers can't understand that. We stopped for a coffee break at Manypeaks Community Hall and a number of small groups formed; lots of smiles and chatter. Eventually the whole group got back on the highway then turned down the scenic Cheyne Beach Rd, ending at Richard's garage. We apparently lost 6 bikes somewhere along the way; they missed out on a great time. A generous lunch (in variety and quantity) was provided for everyone by Christine & Richard, with help from Cheryl & John and Noelene. Thank you all, very much appreciated. An hour or two passed with much talking;

No rain today! Some of the Albany bikes joined the Gypsy Riders at Denmark for the ride to the Torbay Hall, a pretty spot halfway between Denmark and Albany. The crowd from Albany arrived first and quickly got stuck into the morning tea; thankfully the Denmark mob got there shortly after or they would have gone hungry! As it turned out, there was enough for everyone.

The last bit of road to the Hall is muddy and puddled and a certain Suzuki rudely laid down in the mud (must be crossed with a pig!) giving it's rider a sprained knee; thankfully nothing more! There was much chatting, coffeing and cakeing for the next hour; during which Chairman Lynton welcomed everyone and pointed out the next phase of the ride : Around Marine Drive with it's harbour views, then on to the Chalet at Little Grove for lunch.

The lunch was pretty impressive; yummy patties, snags, buns and a huge array of salads. Following that a large spread of cakes and fruit, washed down with tea, coffee and soft drinks. As a result everyone sat down or mingled over lunch for the next 2 hours. Our out - going committee members (Paul, Roger and Kevin) were acknowledged and thanked for their contributions to the Club.

By about 3pm most were heading home and the clean - up, with a few helpers, got done. So a big thank you to all who contributed their time and foods; especially those who created those salads and cakes! No bikes broke down and all were able to carry their weary riders home.

Bernie

interspersed with Richard's raffle which was seen to put a smile on the dial of the winners. Then finally someone got on their bike heading for home and it became contagious; soon all that was left to do was a simple clean up and also head for home. Thank you Richard and Chris for sharing your house and providing a great lunch. I understand future celebrations won't be on the same format, but we'd still like to celebrate Richard's 87th with a BYO. No disabled bikes to collect by the back - up trailer, so everyone enjoyed the time on their bikes in lovely weather, what more could you ask for!

On a slightly different note : we now have a pre '65 group starting; they'll be riding on the 4th Sunday of the month from the Old Gaol at 9am. If you've got the bike and the inclination come along. Contact Ed Shekell or Bill Morrell for further info. Commiserations to Ron Hawkins, seen hobbling around in a moon boot. Apparently his Honda lost it's footing (at slow speed, thankfully) on that dreaded pea gravel used on the driveway at the Dumbleyung Caravan Park and it fell on his left foot, resulting in a broken ankle. Not to be deterred by a "mere flesh wound" Ron rode his steed back to Albany before seeking medical attention. Ah well, 6 weeks will soon pass Ron!

Bernie

Albany Section

Minutes of 4 November Monthly Meeting: Started 7.30 pm.
Present - 16 members, 2 visitors (Perth section members).
Apologies - Ron Hawkins, Andrew Duncan, Lou Anderson, Bernie Wolfe.

PREVIOUS MINUTES - 7/10/21. Moved Jim Robertson, seconded Bill Morrell that the October minutes be accepted as read. Passed.

BUSINESS ARISING FROM PREVIOUS MINUTES

It should be acknowledged and recorded that the motorcycle rides convened for the machines manufactured previous to 1965 should be held on the fourth Sunday of every month and not the last Sunday.

Paul Armstrong met with Ken Stone who agreed to again serve as Santa however a trike is needed as his transport.

The club will make a QR code (COVID) available on the 11/12/21 which participants of the Charity Ride can use to sign in.

CORRESPONDENCE

IN: Notification from Westpac that all future bank statements will be issued electronically and emailed to the Treasurer. Bank statement for the period of 31 August - 30 September. Two letters for chalet committee (handed unopened to Ruth Wolfe). 'Smoke Signal' magazine from South Australia motorcycle club.

OUT: Proxy voting forms sent to the Perth for the AGM. Moved Ian Redman seconded Arthur Wust. Passed

TREASURER'S REPORT: Current bank balance \$7,884.09. Moved John Northcott seconded Kevin Palfrey. Passed

GENERAL BUSINESS:

Advertising for 11/12/21 charity ride needs to be submitted by end of November.

Posters are currently being distributed around the district. Organisation of the day will be discussed at a meeting of the charity ride sub committee immediately after coffee run on Wednesday 1 December.

A trike is needed for Santa (see note above (point 2 under Business Arising)).

Ron Hawkins, John Banks, Dave Beeck and Paul Armstrong have volunteered to organise and direct the parking and traffic at Foundation Park and the Town Square during the Charity Run on 11/12/21.

Aiden McDowell is to be contacted regarding the possibility of his EFT device being used during the Saturday session of the weekend Hill Climb event in order to accept payment for badges (on behalf of the club) being sold in Stirling Terrace. Aiden's wife Rofi has agreed to use the device during the Charity Run event to accept payments for badges.

It was agreed that 'Tom the Piper' be invited to pipe the riders during the Charity Event as they ride up York Street and into the Town Square. Tom has agreed to do this. Moved by Paul Armstrong seconded by Bill Morrell.

A \$500 cheque will be made out and handed to the Salvation Army by the section's Chairman (Lynton Morgan) on the day of the Charity Run.

The only activity the club needs to organise for the Hill Climb weekend (6 & 7/11/21) is to set up and man a table in Stirling Terrace on 6/11/21 (at which the club's badges can be sold) and erect the club banner. Lynton Morgan and Paul Armstrong have agreed to attend to these tasks.

ALBANY SECTION OF THE VINTAGE MOTORCYCLE CLUB OF WA

35th Bikers Charity Run

2021

THE SALVATION ARMY

APPEAL

Saturday 11th December

Starting at 10am from Foundation Park, Parade Street

Assembling from 9am

ALL PROCEEDS TO THE SALVATION ARMY CHRISTMAS FUNDS APPEAL

All Motorcycles, Scooters Welcome THE MORE THE BETTER!

For more information contact Paul Armstrong
Phone: 0417 051 378 | Email: patnpaul2016@gmail.com



WATT RUN

Lucky break in the weather made for a pleasant run to York in October. A good turnout of a variety of machines at Mundaring for the start of the run. Nic Montagu managed a break from his busy work schedule to bring his Harley WLC out for it's first major run since being renovated by Elliott Montagu. Terry McKie and Lionel Rudd came down from Beverley to join the run. Route via the Lakes was uneventful although the road got bumpier the closer we got to York. Some riders such as Keith Weller and Eric Gibbons did a few laps of York before finding the group having coffee by the river. Stephen had driven up with all the morning tea gear but discovered the Carriage Cafe was open anyway. The return run was via the West Talbot Road and it was more pleasant and scenic than the main road. Most assembled back at Mundaring for a drink or some lunch, some had to get home to clean the cat litter trays! Photos: Murray Barnard, Stephen Hills & Nic Montagu





Monthly Meeting Minutes

Minutes of the VMCCWA GM – 1st September 2021

Held at Wattle Grove commencing at 8.05 pm

Chairman: Les Vogiatzakis, Secretary: Richard Argus, Treasurer: Jim Douglas.

Apologies: Colin Tie, Jeff Sanders, Brian Rodwell, Barry O'Byrne.

Members Attending: - 35.

Acceptance of August minutes: moved Keith Weller, seconded Barry White.

1. - Microphone Usher: - Bob Cary

2. - Visitors: 4 - Michael Bell, Mike Turner, Brian Grey, Bruce Murray.

3 - Welfare report - Adrian White: Ray Macneill; Ex member in Albany crashed his BMW; write-off. Has been in Perth receiving hospital treatment. Colin tie – had a fall, in hospital over a week, now home, waiting for a knee replacement or other surgery. Norm Veitch – now having surgery this month, anticipating a good result. Gerry Ginison – 3 months knee replacement going OK. Can drive.

4. –New Members applications - Mario Cudini: A total of 8 applicants applied for membership in August. I have been slowly receiving membership renewals for 2022 & have no doubt they will rocket in as we approach 31-12-2021. A new membership application forms seem to be working a treat as I have not had any mistakes in monetary payments by new members. Just a reminder to all members to get their renewal forms to me & pay their dues by the 31-12-2021.

5. – Chairman's Report – Les Vogiatzakis: The Department of Transport recently requested information regarding C4C vehicles in our Club. The information was provided - only one machine relevant from one member. Ensure that your membership is correct. DoT requested other details previously against Code 404 vehicles relevant to our members. Other vehicle clubs in the CMC had a number of issues. It is clear that many other vehicle associations don't meet their reporting requirement as well or as correct as we do.

6. – Secretary's Report - Richard Argus: Nominations for Committee: The Annual General Meeting will be held on 3 November 2021. Nominations are sought for positions on the Club Management Committee. The Nomination form is on the mailing slip accompanying this issue of the Chatter & can also be downloaded on the Club website at vmccwa.com. Note: nominations can be for one position only in accord with the Associations Act requirement. Nominations must have a proposer (nominator) and the nominee must sign a declaration regarding fitness for office and commit to the Club Code of Conduct for a committee member. Positions for elections include Chair, Deputy Chair, Secretary, Treasurer, Communication Officer/Assistant Secretary, or as one of 4 general committee members.

The committee has approved a plan for the disposal to members of the remaining motorcycles and parts in the collection purchased last year. Details are in the Chatter, and notices will be posted as further items are listed for ballot. The ballot will be drawn at the October GM for an M20 engine, gearbox and

other parts, and a Matchless G80 motorcycle.

An A65 will be balloted at the November GM.

Repairs to the guttering and roofing at the Maddington unit have been completed.

Several requests from other clubs and organizations for participation in runs and events; all passed onto the Events Co-ordinator.

Inwards Correspondence

CMC WA (Neville Horner)

- agenda for Council of Motoring Clubs
AGM 16 August 2021

- nominations for Council of Motoring Clubs committee; AGM on 16th August.

Invoice from WA Roof Services for fixing water leaks from guttering at Maddington unit.

ESM Strata: Malcolm Road issues. - advising Council of Owners will put together a scope of works for the gate & fence proposal.

Outwards Correspondence

Quotes received for repairs to Maddington unit gutters.

ESM Strata: endorsement of quote from Oban to Council of Owners

ESM Strata: Malcolm Road issues.

Requested an update, with a time schedule, to have the letter boxes repaired, and the rubbish cleared away from the grounds at the unit complex.

7. – Treasurer's Report - Jim Douglas: Treasurer report for the period July and August 2021. Trading income was \$6,409 primarily from spares \$3,249 and sale of an M20 motorcycle \$3,000. Cost of sales was just under \$900 from the purchase of Penrite oils a motorcycle. Other income mainly from membership fees was \$2,470. Operating expenses was \$4,960 with the big tickets being \$1,630 for Albany Chalet Insurance and the normal chatter costs of \$1400 for print and postage. The net result was a modest profit of \$3000 for the period.

The ballot for the M20 Engine/Gearbox + Matchless G80 will take place at next month's meeting. A BSA A65 is in the process of preparation for a ballot at the AGM in November. More details in the next Chatter.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer: Nothing new to report.

8.2 Library report Ken Vincent, Librarian: Ticking along; books coming from all over the world. John Voight donated a book about Guy Martin.

8.3 Spares report: Keith Weller, Spares: All good; plenty of oil in stock. Assembling an A65 from the collection for ballot; then to be followed by a B31.

8.4 Registrar's Report: Lat Fuller: For August 2021: Since the last report in June the following activity has taken place

New 404 Registration

Ian Redman Yamaha XZ500
Barry Schorer Moto Guzzi Le Mans MkIII
Louis Russell Norton Commando
Colin Hankinson Kawasaki GT550
Brien Wiren Triumph SE3 (Post Vintage 1940)

Transfer from full license to 404

Kim Nalder Norton Commando
Manfred Freighting BMW R1100RT
Jacques Bernaby Yamaha TX500
Jacques Bernaby Suzuki GT750
Stewart Denton-Giles Norton 650SS

Change of Ownership

A BMW R60 from Dimi Vogiatzakis to John
John Moorehead parted with his beloved Triumph Tiger 100 to
Ian Lambert.

Other Matters

DOT has been doing an audit on 404 licensed bikes recently, and I have had to issue a number of CMC1 forms as proof of membership. I have one ongoing issue over a bike that is on 404 but has never been dated, which is being investigated. Members applying for CMC1 forms sometimes go to a lot of trouble sending me copies of dating certificates, membership cards, license papers etc. which must take up a lot of time scanning, photographing etc. Please bear in mind that once a bike is dated it is put on the register and that is proof enough for me that the bike is eligible. The procedures for 404 and C4C have all been updated, and we have attempted to streamline them in order to clarify what is required, so have a look at them if you wish to put a bike on either 404 or C4C. One last thing – when you communicate with me over registration matters, please quote your membership number and bike numbers. It makes life a bit easier.

8.5 Dating Report: *Maurice Glasson Dating Officer 1931-1970*

There have been six bikes dated and added to the database for August.

1966 Norton Sports Special for Stewart Denton-Giles
1954 Vincent Comet for Ian Lambert
1963 Norton Dominator 88 for Derek Denton-Giles
1950 Ariel VH for Robert Fowler
1948 Ariel NH for Robert Fowler
1967 Vespa ET3 for Steve Johnston

8.6 Dating Officer Post 70: *Les Vogiatzakis and Jeff Sanders*

It's been a quiet month with only 5 Post 70's bikes dated since the last meeting on the 4th of August.

8.7 CMC Member Representative: *Les Vogiatzakis*

AGM was attended. They received a full suite of nominations, and no seconds, so the election was not required by attendees. Code 404 is still their motivation and driver, but it is sounding like they may be getting motivated by the C4C. C4C has been adopted by at least half of the CMC member clubs. They will need logbooks all the time, and use is not aligned with Code 404.

9 Events Coordinator: *Stephen Hills*

9.1 Events Past

Keith Weller's Barbeque / Open Shed Day was a great event; 78 attendees and 58 bikes, and an engaging guest speaker.

9.2 Events Future

Pre-31's Beverley Run will be held next weekend.
Other events for members to consider are the Gypsy Tour, and Old Iron on 20th February.

10 Regalia Report: *Andrew Hobday*

Nothing to Report

11. – General Business.

Jeff Sanders advised of plans for a Run for bikes made before 1949; more to come.

Jim Douglas reminded members about the ballot scheduled for October. There will be a BSA engine / gearbox available, and a 1951 G80 Matchless.

12 Bits & Pieces

Bob Cary: friend with a large head requires a helmet to suit.

Mike Turner: requires Suzuki T20 parts.

Meeting closed at 8.59 pm.

Minutes of the VMCCWA GM – 6 October 2021

Held at Wattle Grove commencing at 8:04 pm

Chairman: Les Vogiatzakis, Secretary: N. Freeman, Treasurer: Jim Douglas.

Apologies: Colin Tie, Richard Argus, Murray Barnard, Bob Derry, Mary Green

Members Attending: - 57.

1. - Microphone Usher: - Jim MacDonald

1a Previous Minutes: Proposed: John Van Van Bockmeer, Seconded: Colin Hankinson

2. - Visitors: Four

3 - Welfare report - *Adrian White* - Colin Tie – still not fully mobile and in pain, Norm Veitch – Prostate operation successful, all removed. Recovering well, Barry O'Byrne – Knee replaced, still painful but back at work. Geoff Davison – In St John of God at Murdoch. Murray Barnard – Crook back

4. – New Members applications - *Mario Cudini* -

Eammon Michael Breen - Palyrma

Steve Banks - Shelley

Julian Delano Watt-Pringle - Harrisdale

Russell Lloyd White - Glen Forest

Nicholas Smith - Ridgewood

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice.

5. – Chairman's Report – *Les Vogiatzakis*

20/02/2022 - Old Iron Motorcycle Show & Swap Meet - 2 stroke spectacular. Register your bikes with Murray or Richard if you have not done so already, and to be eligible for parking inside the building, and free entry. Those that are not registered will pay at the gate with the other attendees and guests. We always need supporters, so touch base with Steve Hills, Neil Freeman, Richard Argus or Jim in due course.

The Department of Transport recently requested information regarding C4C vehicles in our Club. The information was provided - only one machine relevant from one member. Not related to our annual report for eligible and financial members and their bikes by December. A reminder to ensure that your membership is current, correct and your bikes are on our database unless you have sold them on. DoT requested other details previously against Code 404 vehicles relevant to our members, as they are looking at the moment to validate accusations against other association clubs. Other vehicle clubs in the CMC have had a number of issues. It is clear that many other vehicle associations don't meet their reporting requirement as well or as accurately as we do. You should also be getting ready or start paying your membership fees.

6. – Secretary's Report - *Richard Argus* - Nominations for Committee: The Annual General Meeting will be held on 3 November 2021. Nominations have closed for the Club Management Committee and are posted in the current Chatter. An A65 will be balloted at the November GM. Further requests from other clubs and organizations for participation in runs and events.

Inwards Correspondence - CMC WA (Neville Horner)

- agenda for Council of Motoring Clubs GM on 18 October 2021
- Copy of DoT Code of Conduct as applicable to C4C) annual reporting requirements).

Outwards Correspondence

No significant outwards correspondence.

7. - Finance Report - *Jim Douglas* - Presented finances for 3 months ending 30 September 2021 – Net profit \$3,893.27. Details available on request.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - *Murray Barnard; Communications Officer*

The Chatter went out by email last week. Printed copies should be hitting letterboxes by now. The Chatter Includes notice of the November AGM, agenda & committee nominations, in preparation for the AGM. On the website, I have added map links to clubrooms, social meets etc so people can find their way easily. Committee members and club officials are reminded to have reports ready for the AGM.

8.2 Library report *Ken Vincent, Librarian* - Various donations and books on Villiers and Neracar

8.3 Spares report: *Keith Weller, Spares* - Plenty of oil.

8.4 Registrar's Report: *Lat Fuller* - Since the last report in September the following activity has taken place

8.5 Dating Officer's Report: *Maurice Glasson* - There have been three bikes dated and added to the database for September: 1938 BSA M22 for Robert Hoyle, 1955 BSA BM20 for Robert Hoyle & 1964 Ariel Arrow for Dave Beech

8.6 Dating Officer Post 70: *Les Vogiatzakis and Jeff Sanders* - One of these bikes was put on C4C which is the second bike in the club on C4C concession.

8.7 CMC Member Representative: *Les Vogiatzakis* - Speaking of the CMC meetings - I do attend every meeting, and have never missed one apart from those during lockdown. Each CMC member club has the ability to have two people or more attend, but only has one vote per member club. CMC meetings represent most of the 106 member clubs. I will continue to attend, but happy to have someone join me as a second set of ears and brains, and interested to learn about it. The meetings are currently held in Eden Hill, the third Monday of every second month from 8 pm. 18th October 2021 in the next meeting. John Moorehead only did it for 10-12 years before me, and it is valuable for our club members to get a broad idea of what and how other vehicle associations are going, and how they do it

compared to us and in accordance with the DoT requirements. Please come and see me after, or email me if you are interested.

9 Events Coordinator: Stephen Hills:

9.1 Events Past: Beverley run and Gypsy tour report. Further details in the Chatter.

9.2 Events Future:

WA TT scheduled for 17th October, Further details in the Chatter.

10. – General Business.

(a) Ballot for M20 engine, gearbox and other parts – 6 bidders
- Won by Ian Lambert

(b) Ballot for a Matchless G80 motorcycle – 3 bidders - Won by Rick Platts

(c) Other general business:

Adrian White – Christmas Cheer bin for the Salvation Army, please donate although the preference is for gift cards. Kids bikes, so far 150 have been refurbished and donated. Volunteers required to continue the good work.

Steve Hills – Call for volunteers for the Old Iron, contact a committee member.

11 Bits & Pieces

- Bantam parts wanted

- Ariel Square 4 project for sale in Victoria

- Late 30's BSA tank emblem required

Raffle prizes donated by Burson Auto, thanks to Colin Hankinson

Meeting closed at 8:57 pm.

Minutes of the VMCCWA Annual General Meeting – 3rd November 2021

Held at Wattle Grove commencing at 8.00 pm

Chairman: Les Vogiatzakis, Secretary: Richard Argus, Treasurer: Jim Douglas.

Apologies: Colin Tie, Andrew Hobday, Ian Courthope, Neil Freeman

Members Attending: - 67 members plus 15 proxy votes.

The Chairman opened by acknowledging the wonderful news that Chloe Smith had been found alive and well.

1. - Microphone Usher: - Robert Rowe

2. - Visitors: Casey Gilbert who has several Ducati's and a BMW, and Jamin Horner who has four Moto Guzzi's

3 – Minutes of the AGM November 2020: - Ratification

Moved by Murray Barnard that the minutes of the October GM be accepted as a true and accurate record. Accepted by Keith Weller.

4. –Committee Annual Report – Richard Argus

2021 has been a better year for most of us than 2020. Fortunately, we have survived the ravages of Covid19 in WA and had the opportunity to be vaccinated against the worst the virus can do for now. Thus, the Club calendar has been busy and our events have been held without disruption.

Membership numbers are strong with 600 financial members vs 557 this time last year. Also, with the assistance of our capable Treasurer Jim Douglas the Club finances for the end of the financial year have been audited and we have a strong profit of \$15,000 after all expenses accounted for which is reassuring.

The Committee has endorsed a Club Calendar which has a strong social focus and there is a great range of choice for members

each and every week with coffee meets at Two Rocks, Pickering Brook & Shoalwater Bay. In addition, the parts store and library are open on Monday mornings at Wattle Grove.

Every third Sunday of the month a Club Run is held and these events have been well supported. Country runs, such as the Gypsy Tour, which is a collegiate exercise with the Albany Section have been popular. Orabandon, which tours the Kalgoorlie Goldfields is proving to be a strong attraction.

Club sections are worthy of note. The Post 70 Section has been very active and growing fast. The Post 70 Section is enthusiastic and the help they provide with Club activities is much appreciated. The Pre 31 Section is active in running restricted events and it is encouraging and appreciated to see the Section embrace having a display at the Old Iron. The Albany Section is active and well regarded. The Section has a regular calendar of events, a solid core of members and is community minded raising donations for charities during the year, including organising the Albany Toy Run.

Club officers have helped to keep the Club running all year and their efforts are to be applauded. Unfortunately, they cannot all be personally acknowledged in a short report; but, regardless be reassured your efforts are recognised and appreciated. Particularly pleasing is to see positive suggestions for improvements coming in from these officers at times. Always welcome.

This year has seen the Club embrace DoT's new scheme of Concessions for Classics for modified machines. So far interest has been low, but it does provide another opportunity for members with suitable machines to access licenses at reduced cost.

Old Iron was a success this year with a great turnout of Club machines and an excellent display by the Pre 31 Section. A highlight was a good display of Moto Guzzis to celebrate the marques 100th anniversary. The Old Iron is a major promotional and fund-raising exercise for the Club, so members are encouraged to support this event by displaying machines and volunteering to help run the event.

Thanks to Murray for his many hours of input into the Club website. It is a treasure trove of information on machines and Club history. The site now includes a Technical Library of 2,765 items, photos from club events with some going back to the 1980s, minutes of monthly meetings back to 2010 & Vintage Chatters back to 2006.

Keith and Chas have provided a sterling service sorting and compiling machines and parts for sale. Ballots of machines from the collection purchased last year have been regularly conducted with some lucky members picking up machines at a discounted price.

In closing the Management Committee appreciates the support and feedback, support, and positive contributions from members during the year.

The Management Committee thanks you.

5. – Finance Annual Report - Jim Douglas

Finance report following the audit:

The auditor has submitted the following financial results of the Club for 2020/21.

1. Sales of \$73,419 compared to last year of \$15,743. Of which the following were significant: - Spares \$51,578 and Old Iron 13,757. Note the spares were boosted significantly by the sale of items from the motorcycle collection we purchased in 2020.
2. The profit from sales was \$20,500. based upon the cost of sales being \$52,919.
3. Expenses to run the Club came to \$37,568 compared to \$44,915 last year. Significant items being the Chatter costs reducing from \$11,210 down to \$7,249 and Insurance costs increasing to \$7,705 from \$4,203. All other costs generally in line with expectations.
4. Other income from members fees and bank interest came to \$32,118.
- 5 The result being a surplus for the year of \$15,050.
6. The balance sheet shows Current assets at \$335,272, Non-current assets at \$227,528 and Liabilities at \$3,762 giving a total of \$609,038.

If any member would like a copy of the Auditors financial report email the Treasurer for a copy.

6. - Elect the Office Holders of the club for the next year

Nominations:

Chairman - Les Vogiatzakis
Vice Chairman – Barry O'Byrne
Treasurer – Jim Douglas
Secretary – Richard Argus

As there were no extra nominations all 4 officers were declared elected.

7. - Resolution to agree the numbers on Committee for the next year.

A Motion was put to the members that five general committee member positions be endorsed by the members.

The motion was carried by a show of hands.

8. - Elect General Committee members for the next year

Nominations as a general committee member:

Stephen Hills
Neil Freeman
Gerald Connolly
Communications Officer – Murray Barnard

As there were no other nominations all 4 committee members were declared elected.

9. - Reports

a. Welfare Report – Adrian White

Cards sent.	22.	\$110
Donations		
Cancer Council.	6.	\$300
Alzheimer's Assoc.	1.	\$50
Total for year.		\$460

"FRIENDS IN NEED". This year saw the beginning of Friends in Need. Devised by Jeff Sanders and Steve Hills, to fill the needs of older, unwell or injured members with practical help. This includes starting motors left idle too long, tidying up sheds, or clearing out sheds where a member is downsizing; they have even cut the occasional lawn. Members unable to drive may be picked up and taken to meetings, or to the very popular coffee morning runs. We've had a few calls already. Given the median

age of our members, we expect this service to become well requested, especially as it becomes better known. We've a good team of volunteers ready to go.

It was decided the Welfare Officer should be the initial contact.

b. Section Annual Reports

Pre-31 Report – Ken Vincent (chairperson)

We are slowly building up the pre 31 section membership now and don't forget we welcome anyone who is interested in girder fork bikes especially bikes made before 1931.

We held the following events this year.

the Old Forkers run and breakfast in February.

at the Old Iron and Swap meet we had a great display of our old girder fork bikes with an old shed display on the stage; thanks to all who displayed bikes.

the Roaring Twenties Pre 31 run down south was in its tenth year with a huge range of vintage and veteran bikes culminating in a period dinner. We are looking for an organiser for this popular event for next year, help will be available to run it.

we had the Beverley re-enactment Pre 31 ride in September with great fun and good weather.

last we had our 2nd running of the Old Hotel run for pre 1949 bikes which started at Greg Boothy's place then on to the Jarrahdale Tavern for a sumptuous lunch then back to Greg's via a special route organised by Jeff Sanders.

We meet every 4th Wednesday of the month from 7.30 pm at the Ken Marshall room in Wattle Grove, so come along.

Thanks to all who brought along diverse motorcycle objects for "show and tell" throughout the year.

Albany section Motorcycling Activities – Lynton Morgan (Chairman)

The second Sunday of each month is a designated "club" ride day. The participating riders are encouraged to ride a 'Club' bike, that is a twenty five years and older motorcycle registered with VMCCWA. Depending on the season and level of sunshine these events attract between eighteen and twenty five riders.

Every Wednesday and Sunday informal "coffee runs" to alternative venues are available for all riders wanting to meet and ride with other enthusiasts. Given a sunny Wednesday, numbers in excess of twenty five are not surprising.

November 8, 2020

Deceased Riders

A short ride to Elleker, morning tea under the karri trees and ride back to the chalet for BBQ lunch. A minute's silence observed for lost friends and diggers.

December 12, 2020

Salvation Army Christmas Appeal

This event has been running for thirty four continuous years and attracts two hundred and fifty riders. With the sale of badges and generous donations this event raises four thousand dollars for the charity.

This is the Albany Sections biggest event for the year. Section members are kept busy throughout November to meet the traffic and local authorities' requirements for running such a large event.

December 13, 2020

Annual Christmas Tree

BBQ lunch at the chalet for children to meet Santa. John Northcott, Santa arrived in Bill Morrell's sidecar.

January 10, 2021

Lynton and Ron's Ride

An average timed event from Albany to Redmond for morning tea, Redmond to Emu Point for fish and chip lunch. Prizes for closest to the time.

February 14, 2021

Flourish Cambodia

This is a fund raiser initiated by a host family to help disadvantaged and ostracised single mothers in Cambodia. The host family were unavailable this year, so the ride ended at the chalet and Ian Redmond gave a talk on the host families activities in Cambodia.

March 14, 2021

Lloyd's Rally

Lloyd leads riders around the Albany environs handing out raffle tickets in a seemingly random manner. A fun day with generous prizes.

April 11, 2021

Robin's Sidecar Ride to Denmark

Sidecar event with solos tolerated. Robin supplied the pie and drinks for lunch on the banks of the Denmark River.

May 9, 2021

North's Run

John Northcott led riders out to Wilson Machinery Wreckers at Torbay. A browse amongst forty years of accumulated farm machinery then back to John and Cheryl's house for lunch.

June 13, 2021

Andy's Morning Tea Ride

A ride east of Albany to a vineyard on the upper reaches of the Kalgan River. Andy hosts the morning tea at Monty's Leap Restaurant.

July 11, 2021

Hill Top Ride

Ian Redman organised a ride around Albany's hilltop lookouts, the Windfarm, Sparkplug and Anzac Monument ending at Emu Point for lunch.

August 8, 2021

Mount Barker Pie Run

Arthur being a Mount Barker resident organised a ride to Mount Barker Ariel Hill ending at the Pie shop for lunch.

September 19, 2021

Gypsy Tour

The Albany Section hosted the morning tea at Torbay Hall. Riding from Torbay to Middleton Beach then on to the chalet for a BBQ lunch. A great opportunity to catch up with the Perth Section and meet other enthusiasts.

October 10, 2021

Cheyne's Beach Ride

A fantastic ride to Cheynes to Richard and Christine's house overlooking Cheynes Beach. Our gracious hosts supplied lunch and prizes for lucky winners.

This is a summary of the Albany Section's riding activities from this past year to date. November 2021 will be a busy month leading up to the 35th Christmas Charity Appeal.

Albany Section monthly meetings activities and financial activities are available through the Section minutes and treasurer's reports.

Post 70's section Report – Steve Hills

The Post 70's section currently has 33 registered members. The section has discontinued annual fees and introduced a user pays system. This decision was made as it was decided that there was no real need for a separate section bank account and the accounting and auditing requirements that went with it. The bank account was closed, and remaining funds transferred to the main club account. The section would like to thank Chris Davis for his role as treasurer in recent years.

Our annual Bash on the Australia Day weekend which was hosted by George and Val Loverock at their beautiful Swan Valley property was a great success. Post 70's monthly meetings held at Clancy's Fish Pub in Fremantle are a very social event normally consisting of a meal, drinks and a chat about motorcycles of course.

Post 70's members are very active in the club and are very willing to lend a hand when a snagger needs turning or event back up is required. Post 70's will be running the BBQ at the Old Iron 2022 as they have done in the past. Finally, many thanks to Jeff Sanders and George Loverock for their hard work on the committee in the past year.

Spare Parts Report – Keith Weller

Well a great year again for the Spares Dept with a great turnover of spare parts, oils and ancillary equipment. The collection of machines and parts purchased mid last year is progressively being sorted out. It is planned that early in the New Year we will bring some of the collection up to the spares store for purchase which includes engines, gearboxes, carbys, magnetos, dynos and assorted parts. It is envisaged in the New Year to have a busy bee in the spares room to move a couple of shelves and make an extra shelf. Monday morning tea has proven to be an educational and enlightening success. A fridge has now been installed in the Ken Marshall Room, with cool drinks etc for the summer. Many thanks to all the guys who have helped Chas and I during the year. A very big thank you to Chas Bayley; very much appreciated. It is my intention to retire from Spares next year. Anybody who wants to come into this position contact Chas or myself with a year to learn the ropes. Thanks, Keith Weller.

Membership report – Mario Cudini

Membership renewals are ramping up with 115 renewals processed to date. New membership applicants who have been accepted into the club this year total 98.

A new revised membership application form was implemented in about July this year & has been successful, with no monetary amount errors occurring since its introduction.

A big thank you to Mike Blake & Jim Douglas for their assistance throughout the year.

Wishing you all a merry Christmas & a happy new year. Mario.

Library Report – Ken Vincent and Gary Tenardi

All's well with the club library, thanks to all members who donated books, these and new books are displayed on a dedicated shelf just inside the door for a couple of months, so please come and browse. I've also taken over the print tech library and am incorporating it with the main library you can also view both on the club web site. Peter Rule a long-time member is a regular visitor to the library most Monday mornings, researching old West Australian racing articles. We have a photocopier there for members use. Extra books are

frequently sent down to the Albany branch library too.

The Perth library is open every Monday morning from 9am to 11.30am. and also on club nights once a month.

Web Admin + Chatter report – Murray Barnard

The Club websites have grown during the year, the key sites being the Oily Rag for club members, the Bike Shed for visitors and the Old Iron Classic Show aimed at members of the public. As well a Welfare site has been introduced which is accessed through the Oily Rag. The Oily Rag has recently been improved with easier access to Chatters, Photos & forms. The Technical Library online has 2,675 publications, most listed by marque, which can viewed online or downloaded. The Club database continues to be upgraded and maintained with provision for Concessions for Classics being the latest change.

Facebook is a key communication channel with Facebook pages for the main club, Post70s, public access and the Old Iron Show.

The Chatter continues to evolve and contributions are always welcome. Digital issues are distributed by email and thus it is important people keep their email addresses current. Chatter issues back to 2006 are online so you can always check issues online.

Registrar Report – Lat Fuller

The following activity took place with registrations this last year: New 404 registration: **21** (Up by seven from last year)

C4C registrations: **5**

Transfers from full license to 404: **30** (last year 13)

Transfer of ownership: **14**

Over the last year we have had the introduction of C4C registration, basically designed for modified vehicles. Initially there was a surge of registrations under this scheme, but it seems to have tailed off.

The system for 404 registration seems to be working quite well, with only an occasional frustrated member who does not read the very clear instructions on the website and also issued by the dating officers and myself.

Dating Officers reports

Pre-31 Dating Report – Michael Rock - We have had two new

Pre-31 entries this year; 1915 BSA model K for Norm Veitch, a 1928 BSA model L28 for Robert Hoyle and one under review is a circa 1905 Bruneau Forecar for Richard Faulkner.

Dating Officer 1931 to 1970 Report - Maurice V Glasson

For the 2020/2021 year I have dated 24 bikes for the members of the VMCCWA.

By Manufacturer the following numbers were dated

BSA - 11, Triumph - 1, Norton - 2, Vincent - 1, Velocette - 1, Harley Davidson - 1, BMW - 1.

Ariel - 3, Vespa - 1, Moto Guzzi - 1, Kawasaki - 1.

By Manufactured Age

1931 to 1940; 2 bikes, 1940 to 1950; 2 bikes, 1950 to 1960; 8 bikes, 1960 to 1970; 11 bikes plus, one post 70.

The trend for the year has seen to be 50% of the bikes being dated as BSA.

The general age of the bikes being dated this year has had 50% in the 1960's as against the previous year of the majority being in the 1950's.

We have 11 different manufacturers represented in the bikes dated this year.

I continue to provide members with dating information of engine and/or frame numbers to assist in restoration projects. Requests for this type of information can be done by email, no special forms etc are required. I have also carried out one appraisal inspection.

Maurice V Glasson

Dating Officer post 1970's Report for AGM November 2020 – Jeff Sanders

It's been an interesting period with the new C4C Concession being adopted by the club along with the existing 404 Concession. It's great to see all the and process all the interesting Post 70's bikes that are now on one of the above concessions and being a part of the club.

To date I have processed 60 machines 2 of which have been put on the new C4C Concession and the other 57 on the 404 Concession.

In manufacture name order there were; 5 BMW's, 3 Ducati's, 1 Enfield, 1 Harley Davidson, 12 Honda's, 5 Kawasaki's, 9 Moto Guzzi's, 3 Norton's, 1 Puch, 5 Suzuki's, 4 Triumphs, and 11 Yamaha's. See the list below for models, years and members.

(Two pages of bike types and models were submitted).

CMC Representative – Les Vogiatzakis

The Council of Motoring Clubs (CMC) executive and sub-committees are committed following the last AGM and are going from strength to strength to support Code 404 and preservation of vehicles.

As a CMC member Club, the VMCCWA have continued with the other 105 financial member clubs in WA and shared motivation to support Code 404 vehicle licensing. The push for C4C for modified vehicles has been progressed by the Department of Transport, but the confidence of Code 404 remaining the unchanged is as positive as ever.

The DoT audit of financial club members, and the relevance of their vehicle registrations, has identified many non-financial members across many clubs.

Regalia Report – Andrew Hobday

Club merchandise sales were restricted earlier in the year due to covid restrictions in place cancelling some meetings and access. Later in the year the situation became more normalised, and sales were steady at usual pace.

There were several restocking purchases for Polo shirts, Beanies, and Cloth Badges.

Stock of winter windcheaters is being run down, so newer stock will be ordered next season.

There are still a few obsolete items available, being winter jackets and winter semi-zip tops. Prices will be reduced to clear this older stock. These items will not be replaced.

Don't forget, club Stubby Holders available for Summer!

10. – General Business.

Ken Vincent asked whether a Patron would be appointed this year. Les explained that Elliot Montagu was approached to

continue the role but decided not to re-stand. The committee decided to leave the position vacant for 2022.

Keith Weller advised that the Spares Shed will be closed from 15th December – 18th January.

Adrian White has brought Christmas Cheer Bins to the club rooms and requested that members can be generous and leave donations. Proceeds are for the Salvation Army Christmas Appeal. Money6 and gift cards are preferred; these can be given to Adrian.

Steve Hills reminded members that our next event is the Dam Early Run scheduled for 21st November. It commences from the club rooms, returning for Brunch.

Also, last Sunday's joint event at Scarborough Beach with the Vintage Car Club was well attended and an enjoyable event.

Jim Douglas advised that there was only one bidder for the A65 (from the deceased estate collection); congratulations to Ian Laurance.

Jim Douglas reminded that Membership Renewal Fees are due by 31st December.

11 - Bits & Pieces: Paul Barnes is looking for a 4 speed Bantam engine, and any other parts for a late Bantam.

Meeting closed at 9.20 pm.



Management Committee

Recent items of interest from October & November Management Committee Meetings:

1. Stephen Hills has audited keys and had locks replaced where required in the parts store, Ken Marshall Room and the Maddington Unit. A big job, well done.
2. Bike ballots to continue in 2022 as lots are collated. Two lots will be displayed at the Old Iron Motorcycle Show.
3. Fridge purchased for the Ken Marshall Room.
4. Club logo has been approved as a registered trademark.
5. Club trailers insured.
6. Club events for 2022: Orabandon to be in Sep to align with the Red Dust Revival at Lake Perkollili, Gypsy Tour to move back to late November & a South-West 2 Day Rally will be organised for late April 22.
7. Audit report on Club finances signed off for 2021.
8. Gerald Connolly has joined the parts Sub-committee.
9. Public liability insurance for Old Iron negotiated
10. Strategy to be developed for longer term purchase of improved club facilities i.e. sale of Maddington Unit and purchase of improved facility.



CHRISTMAS CHEER

Can't believe it's almost Christmas! For most of us, even in these restricted times, it's a time of family and friends gathering, eating, drinking, celebrating, and seeing the joy on kid's faces as they open presents. The latter, of course, isn't restricted to kids. Travel restrictions mean many will not have a full muster, but that sadness pales into insignificance compared with the plight of many. Victims of domestic violence with barely enough money to feed their children, families in poverty due to Covid-caused job losses. It's hard to really imagine what it's like to not have a secure roof over you, no money, no prospects. Try to truly imagine what it's like. Not easy to do, sitting in a nice warm room, drink in hand, in front of a wide screen television, nice meal coming up. But it's out there. And we can help! As we've done for many years.

Our Christmas Cheer Bin will be there at the next two general meetings, for your donations. Nothing is really off the list, though the Toy Run always produces a truckload of soft toys. The Salvos' preference is for Gift Cards, which are versatile in case of a lockdown. Those from Coles, or TEEN are top of their list, the latter because teenage girls are the hardest to match with a gift. Non-perishable food is always welcome, as are toilet items and toys. Please give generously. It's Christmas!

For several years we've been servicing outgrown kid's bikes. It's not hard, one kid-power is not sufficient to wear a bike out, usually it's punctures or chain issues, and a good clean. I have access to as many bikes as we want. If you'd like to help, ring me on 0438 335563. The Salvos really appreciate this, and you can imagine the delight of mothers and children when Santa brings them a bike! Over to you.

Adrian White, Welfare Officer.



Des and his Norton ES2

I read with sadness in a recent Chatter than Des Phillips had passed away. I only met him a once and also spoke to him as I've now got the Norton ES2 that he built up in the UK and brought back to Perth, owning it for approx. 43 years. It's a fascinating story and deserves to be told, encapsulating how the motorcycle enthusiast of his day soothed his passion and created what we have today, including customisation due to lack of parts, funds or resources. In investigating my bike and how it came to be what it is now, I ended up realising that the bike reflects the owner, his passion and his story.

Des was born 16 Nov 1933, passing away 15 Mar 2021. He always wanted a Norton Dominator. One day in Perth he rode pillion at 72mph which confirmed his desire and he subsequently bought a Model 7 Dom (60164 12). After being passed at speed by an ES2 he decided that that would be his next Norton. He worked at Winterbottom's in Perth for a period up until leaving for UK. He always had a deep interest in the Isle of Man TT (to the extent that he named all his houses after parts of the Isle) and motorbike GP racing. He used to collect articles about the racing and the bikes from The Motor Cycle and Motor Cycling magazines which he assembled into 3 volumes. These are now in the club archives Vol 1 (Oct 52 – Nov 54), Vol 2 Jul 54 – May 56 and Vol 3 Apr 56 – Mar 59).

In early 1965 he went to UK, taking the Dominator with him just after meeting his future wife Patricia (in Perth). He lived in Golders Green, London, for a time working for Taylor Mathieson (car sales) and travelled to the 1965 TT on the Dominator. He saw a 1952 ES2 (46362 G 4, plunger rear) for sale for £17/10s and bought it on Sept 18 (day of International Speedway final at Wembley he told me). This bike (with 17,000 miles on the clock), he thinks, was sold new by Gus Kuhn Motors 22 Nov 1952 for £158/14s – he gave me the receipt with an original Maintenance Manual. Incidentally this is cheaper than they were advertised, possibly due to be this model being superseded by the swing arm frame, announced early Oct 52). The Dom was sold but as the intention was to take the ES2 back to Perth, he stamped the Dom frame/engine number on to the ES2 crankcase to ease entry claiming it was the same bike he exported. He also swapped the front brake for the 8" later one.

In 1966 he again went to the Isle of Man TT on the ES2 and then travelled round Western Europe and Spain ("all over" he said), camping and meeting up with like minded people at bike GP meetings.

Later in 1966 he ended up working in a petrol station in Thirsk, North Yorkshire, for a couple of years, tied up with Grand National Motocross. There he came across a local doctor (James Kelly Swanston) who won the Manx Senior TT in 1935 (refer U-Tube "1935 Manx GP").

Somehow he came across a 1955 ES2 swinging arm frame (60081 K 4) and swapped all the 1952 bits including engine, gearbox (the mainshaft was wrong but this he changed) into this frame, building it up over the winter of 1966/67. He added the aluminium guards, Manx tachometer bracket for the speedometer (which I subsequently changed to the ES2 type), full width rear brake (also now changed to 1955 style), changed seat, AJS rear

guard supports and several other identifying and unique features. He also added a different carb with a flange fitting.

In 1967 he travelled again to the TT and Europe on the ES2 for about 3 weeks, doing about 10 laps around the TT course at a reasonable but not excessive speed (probably on mad Sunday). At some stage (approx. 35,000 mi) the motor was rebuilt, piston to first size overbore and valves reground but the bottom end was untouched as it was OK.

In late 1967 Des returned to Perth with the ES2, registered as UC570 (I have regos for 1966, 67, 76, and 89) which created a problem as the registered bike was the Dominator twin that started this adventure. He met up with Pat and married but with no children. I understand that she died in 1991. As landed, and sold, the bike had a leather tank cover and all the customised mods that he added. He was reluctant to join the VMCC for years, fearing that this bike would be looked down upon due to his customisation.

In 1996 or 7 Des moved from Morley to Rockingham and cleared out a lot of stuff during the downsizing. The ES2 was offered in the Chatter but in the end he virtually gave it way to Dave Ward, complete with plenty of spares including an alloy motor (500T), gearbox and tools. For Dave it was a reluctant purchase as he didn't have time to do anything with the bike and in fact didn't even ride it.

Ray Tregger bought it about 2008 from Dave (who in Dec 2020 also had some ES2s and other bikes in his garage). Ray reregistered it UC4220 and used it in club events including the Albany hillclimb. He didn't change anything and eventually left it in his garage where I spotted it and bought it.

I bought the ES2 in Aug 2019 to add a running Norton to my long-under-restoration Dominator 88. The speedometer now shows 11,000 mi so has been reset at some stage. As at today (Jul 2021) the engine remains untouched from 1967. The bike checks out mechanically very good but I suspect recessed valves (a common problem according to the internet and NOC) as performance is off the mark. I have been checking out its story and have changed some things back to a 1955 specification, however the basic form of a 1955 frame and 1952 running gear remains and will remain so in my ownership, with the advanced "patina". The engine runs great with no noises or oil leaks. Anything I have unbolted has been easy to remove and not rusted – a testament to the work that Des did in the late 60s.



I had hoped to catch up with Des and fill out some gaps in this story but time defeated me, hence some vagueness (and maybe some errors), but I felt the story of his ES2 was worth being told. Later, back in Perth, Des raced AJS 7Rs, in fact owning 3 and selling one to George Weber.

Des's health deteriorated this year and he died in Mar 2021. I have also been in touch with Des's nephew, Steve Phillips (who wrote the original obituary) and he has fond memories of Des and his exploits.

Bruce Edgar

A Motorcycling Lifetime in Three Stages By Major G. S. Davison

(Part One) *Reprinted from Motor Cycling, December 31st, 1942*

Forty years of motor cycling! That makes one think. But, actually, I am not so old after all, for I started very young. I've had three distinct motor cycling "lives", the third of which is now in full bloom, but bids fair to fade shortly. These lives are spaced out roughly as follows:—
"Pre-last-War", "Mid-Wars", and "This War". What happy, hectic times they have have been.

Yes, I started young, during the summer holidays following my eighth birthday. Needless to say, I was not "in charge" of the various museum pieces which whirled me, at great risk but in a delirium of delight, through the streets and suburbs of Birmingham, home of motor cycles. Frequently these contraptions cast me from them and I would limp home, bruised and bleeding, with the thin story that "Rugger had been rather rough". It has never ceased to amaze me that my father, who, besides being a very wise man, was a master at my own school, did not pursue these "Rugger injuries" with my house master. Perhaps he did—and let the matter drop; for he was a very wise man!

It was in 1902 that I had my first ride, perched in a basket affair attached to the front of a De Dion tricar, as a sort of human battering ram. Fortunately on the occasions when I was used as such, the blows were of a glancing nature, and I survived until the age of 12. My friend then replaced this lethal weapon by a Minerva motor cycle, and I assumed a/ somewhat less precarious perch on the carrier.

Valuable Lessons

The Minerva was, of course, a single-gear, belt-drive, tank-control job, and its use involved dangers of a different kind. It used to skid frequently and heartily, and though I soon mastered the art of mounting on the move, I often came a box of tacks when dismounting at speed half way up a hill on which it was about to conk.

My friend was always furious if he failed on a climb and had to return (less me) to the bottom, and after such an occurrence would not offer me another ride for weeks. My job was to hop it at the critical moment—and I became very skilled at judging that moment. If I left it too late—conk!—and no more rides for a time. If I slid off too early, I naturally could not run fast enough to keep on my feet—hence those nasty

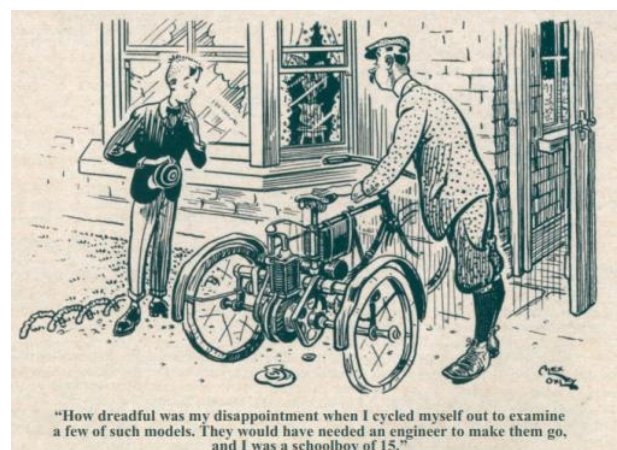
"Rugger knees". Judging it to a nicety was difficult, but I learnt the trick in time. People say "The lessons learnt in childhood are the most valuable". I agree. The lessons I learnt on that Minerva taught me instinctively to realize just whether a machine would conk or climb, and that knowledge contributed to some successes I have had on single geared motor cycles.

Then my friend went and got married and the Minerva era ended. It was a dreadful blow at the time—how I hated the woman; but by then I was 14 and old enough (in those days) to be the legal rider of a motor cycle. It was grand, the trouble was getting the motor cycle, or, rather, the money to buy it.

Raising the Wind!

My father was dead against motor cycles; I had no wealthy relatives to touch.

I was due for another two years at school, and, even after school, had no immediate prospects of earning money. But a motor bike I must have. So I started to raise the wind. First I broke up my stamp collection, which was a fair one, for my father, in addition to being a schoolmaster, was a scientist with a large overseas "mailing list". I mounted the stamps on "Approval Sheets", advertised them in the "Boys' Own Paper" and sold quite a lot. Then, one Easter holiday, I started selling books—my school prizes went first; but I followed them up with the usual Christmas present books that every boy accumulates. I began to learn the book trade and found a pawnbroker who sold me Henty's books at 6d. a time, which I resold to a second-hand bookseller at a bob or 'one and a kick', according to condition. Unfortunately, this seam ran dry, and I was forced into dealing in a market with which I was unfamiliar. I vividly remember chancing 1s. 3d. on an early edition of the Prayer Book in five volumes. My friendly bookseller regarded them sorrowfully and offered me twopence the lot a shattering blow. I hawked them round every bookseller's in Birmingham for days without an offer, and, finally, in despair, tried them on an antique dealer. (Certainly they looked old enough to be in his line!) He looked at me suspiciously and then, business instinct overcoming his scruples, said. "They're not worth much say five bob. I staggered from his shop in a daze—no Prayer Books before or since have brought me so near to heaven—and I was only slightly set back when I saw them in the window the next day marked "Unique Edition—only £5." Well, I had made 300 per cent, profit and I had enough Scots blood in me to be satisfied with that.



Things were now looking brighter. I had raised £4 during those Easter holidays, and I studied the small ads. in "Motor Cycling" more keenly than ever. Machines boasting magneto ignition, handlebar control, or M.O.I.V. (mechanically operated inlet valve) were, of course, beyond me, but it seemed that, for a fiver, I could pick up something with, at least, a spray carburettor. How dreadful was my disappointment when I cycled myself out to examine a few such models. They would have needed an engineer to make them go, and I was a schoolboy of 15.

The First Purchase

Eventually, I decided that the only thing to do was to buy the bits and build a machine. And having reached that decision, "Motor Cycling" small ads. came up to scratch. A firm in London was selling off some 1½ h.p. Clement-Garrard engines, several years old but unused, for £3 apiece. Three quarters of my savings went off by post that night, and in due course the little Clement engine, carefully packed and obviously quite new, arrived at my home to my unutterable joy and my parents' profound disgust. I felt I was a motor cyclist—I had an engine, anyway.

The erection of "my darling Clementine" took over a year to complete, owing largely to lack of capital. I picked up a bit here and a bit there, as cash permitted. I even raised a pair of spring forks and a B. and B. handlebar-controlled carburettor. The final thing I wanted was a front wheel, but as apart from that "Clementine" was ready for the road, I used the front wheel of my push-bike! It was a 28-in. wheel and the back one was a 26-in., but it made no difference to the performance.

The specification of my first love was, roughly, as follows: Engine: Clement-Garrard, 56 by 63 mm., 156 c.c. (I think); overhead valves with automatic inlet; floating gudgeon pin, secured by piston ring; detachable cylinder head; outside flywheel. Ignition: Battery and coil, with plug on near side of cylinder, immediately opposite a quickly removable compression plug. Carburettor: B. and B. h.b.c. Frame: Bicycle. Transmission: Belt, twisted leather—gear ratio 6 to 1. Spring Forks: Druid. Saddle: Brooks, bicycle type. Tyres: 26 by 2-in. back, 28 by 1½-in. front. Footrests: One cricket stump, through bottom bracket of frame. Lighting Set: One "Demon" cycle oil lamp (cost, new, 104d.). Valve Lifter: None. Brakes: None. Speed: 28 m.p.h. Climbing Abilities: About 1 in 15.

As there were no brakes and no valve lifter, and, of course no clutch or gear levers, or switches—I switched on by connecting the positive lead direct to the 6-volt Hellenes dry cell which was tied on the back mudguard—the handlebars were definitely of the modern "clean" type. And, by the way, apart from the fact that it had an automatic inlet valve, the engine was years ahead of its time, as its specification shows. Overhead valves, indeed, on an engine of 1903 vintage!

Question: Why were there no brakes?

Answer: Because I could not afford such luxuries. The engine had an outside flywheel, you will have noted, and a foot applied carefully to the flywheel rim had a marked retarding effect! I say "applied carefully" with intent; sudden application of the foot stopped the engine, with the result that the twisted leather belt at once broke. The machine then raced on unimpeded,

leaving the belt in the road, and the sequel was usually difficult. This always happened going down-hill—there was no need to apply the flywheel brake going up-hill: closing the throttle was effective enough!

When the Belt Broke

The most "difficult" sequel I had was when the belt broke at the top of Birmingham Bull Ring—a tram-infested descent averaging about 1 in 12 for half a mile. I scampered down the wet wood-block surface in a series of hectic skids, entirely out of control. "Clementine" was no respecter of persons; she and I scattered pedestrians, parsons and policemen in our mad brakeless rush down Digbeth into Deritend. What the policemen would have said if they could have stopped me (and I would have welcomed being stopped by anything softer than a tram) or taken my number, I hardly like to think.

But as the front number plate was battered beyond recognition by countless crashes and the back one was illegible as usual, I heard no more about the matter. The only damage done was a broken footrest in the final Deritend skid, and as I still had four of the set of six stumps left, that was a small matter. I returned home, after fitting another belt, by a different route (the machine wouldn't climb the Bull Ring anyway), a wiser, but not sadder, boy.

Many and varied were the experiences I had with "Clementine", and great was the knowledge I acquired. Ignition difficulties, of course, were paramount. The one failing of that engine was that the contact breaker was mounted on, and operated by, an extension of the exhaust valve cam. The slightest overdose of oil in the engine at once found its way on to contact breaker points—result, no spark. I suppose that, on the average, I stopped to clean oil off the contact breaker once in every 10 miles—certainly not more than 10, and probably less.

A good feature was that it was quite easy to see the spark—you just removed the compression tap (which, as I have said, was opposite the plug), applied your eye to the hole, and jiggled the contact breaker blade. If there was a spark, you could see it. A bad feature was that the spark usually ignited the residue of petrol vapour in the cylinder, so that a tongue of flame shot out and caught you in the eye. I remember stopping once at a wayside garage where the mechanic who served me looked at my machine sourly and said, "Ho! Clement-Garrard. Burnt your eyebrows yet?"

Ignition Problems

Later I fitted a magneto (again bought through the small ads. of "Motor Cycling"). This improved things, and I frequently did as much as 15 to 20 miles non stop. But, owing to insecure fixing arrangements, the magneto used to flap about some what and the chain frequently flew off. (I could re-time that mag. and be off again in about 30 secs.) This gave me my first insight into pre-ignition, or perhaps I should say auto-ignition. I was scampering along one day, flat out as usual, when I happened to look down at the engine, only to see that the magneto chain had disappeared. Yet the engine was running perfectly! I had several spare chains in my pockets, of course, so I just carried on and did 10 miles more before I had to slow for a big town, after which the plug cooled down and the engine decided that it needed a spark again.

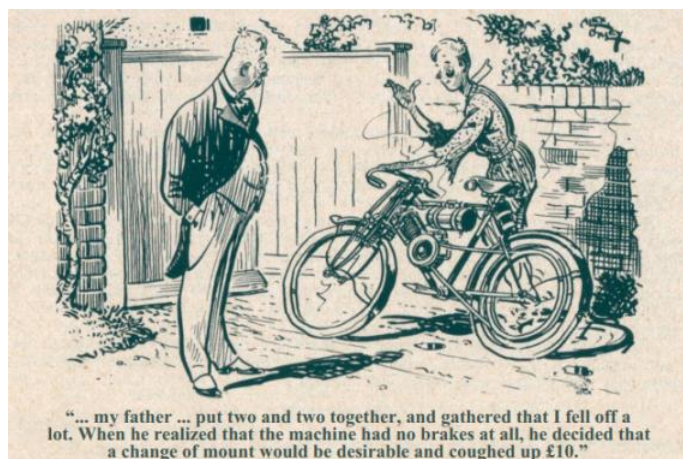
Fuel was another problem. I forget now what petrol cost in those days, but it was far more than I could afford. On the other hand, my parents had a good supply of paraffin, and, even if I had to buy it, paraffin was cheaper than petrol. So I ran almost exclusively on paraffin.

My general procedure was to carry a medicine bottle of petrol in my pocket. I had fitted a small drain tap in the bottom of the float chamber; to start from cold I drained the paraffin from the carburettor, removed the float chamber top and filled it with petrol. At the critical moment when the float chamber had run nearly dry, I turned on the paraffin and all was well—usually, that is!

Once or twice I ran out of petrol, or lost my bottle. Starting then presented a problem, but necessity is the mother of invention. The first time this happened I removed my necktie, dipped it in the paraffin tank, wound it round the carburettor, and set fire to it. I then fanned the flames away from the tank, and when the carburettor had nearly reached melting point beat them out, turned on the paraffin and pushed off. The second and subsequent times I carried that tie as a spare “hot-spot”—it was no longer serviceable as a tie!

I rode “Clementine” for a year, at the end of which time she disintegrated when I was some 100 miles from home. Regretfully, I drained the paraffin from her tank and pushed her into the guard's van. The trouble was only a sheared exhaust cam spindle, which was easily repaired, but, for all she had taught me, she had broken my heart with her whimsical misdemeanours. Added to which I made the happy discovery that my father had reconciled himself to the fact that I was a confirmed motor cyclist.

One day he sadly inspected the machine. He had seen the set of cricket stumps dwindle to none and had noticed periodic family blitzes concerning the strange disappearance of the maid's broomsticks. He put two and two together, and gathered that I fell off a lot. When he realized that the machine had no brakes at all, he decided that a change of mount would be desirable and coughed up £10. I advertised “Clementine” in bits (still in “Motor Cycling's” small ads) and sold them for nearly what they cost me to an unsuspecting Irishman. With the proceeds I bought a 2½ h.p. 1911 Motosacoche for £16, and still had two quid to spare.



A Lucky Explosion

The Motosacoche was a disappointment. It was in apparently faultless condition, but it was gutless from the start, and nothing that T could do put any pep into it. I rode it for a year with much L.P.A. (“light pedalling assistance”), and finally it blew up, quite literally, in the middle of Birmingham, much to the indignation of passersby who objected to being spattered with pieces of cylinder. That explosion was the luckiest thing of my motorcycling life, for it brought me into contact with the Butterfield brothers, who were then beginning to make Levis motor cycles. (It was they who, eight years after, in 1921, gave me my first chance in the T.T.) It so happened that the explosion took place near the premises of the Birmingham Levis agents of the time, and it was to their shop that T pushed the remains of the Motosacoche. Imagine my amazement when this firm offered me a brand-new Levis two-stroke for the pieces of Motosacoche and the trifling sum of £15! Dazzled by the prospect, I rushed off to raise the wind. It was easy—a friend who had been a frequent pillion passenger on the Motosacoche and was as sick of pushing it up hills as I was, had a secret hoard in Post Office Savings. He extracted it and we went over to Stetchford to collect the Levis.

What a thrill! Not only a shining new machine but actual contact with real manufacturers. The Butterfield brothers were in only a small way at the time, but they were turning out a highly efficient two-stroke and were selling them as fast as they could make them. I can find no fault whatever with that Levis, land, indeed, it was a machine well in advance of the time—1913. The 1919 and 1920 models were, I believe, different in detail only.

It was my first real motor cycle. “Clementine” had been neither powerful nor reliable; the Motosacoche was fairly reliable but entirely gutless; the Levis was immensely powerful (by comparison with the others) and dead reliable. Except for an occasional broken belt I never had an involuntary stop.

I was now 18 and earning very small money as a chartered accountant's articled clerk—a job I detested. But I had just those few extra bob per week that made petrol possible, and I never insulted the Levis's tank with paraffin. I became trials minded, and Sunday after Sunday in the summer of 1913 a friend (also with a Levis) and I went hill-hunting in Gloucestershire; Willersley, Saintbury, Sudeley, Rising Sun were all visited. The first two we climbed fairly easily, but Rising Sun, which was in an atrocious condition at the time, defeated us utterly. Remember, we were on single-geared 211 c.c. machines.

But Sudeley presented possibilities. Sunday after Sunday we tried it, and each time we got a little nearer the top. My pal and I soon realized that if we were to climb it we must reduce weight and windage. Once we had that idea we were well on the way to winning. By casting caps, coats, gloves and tools, we got 20 yards higher up the hill! Finally, I climbed it (my friend never did, to my intense gratification) by removing all clothes except shirt, shorts and shoes, and by detaching from the machine the carrier, toolbag, both mudguards, stand, pump, lamps and, most important of all, the silencer and plates. (The latter meant little in weight, but they reduced silencer back pressure—and there were no policeman about that day.) In this racing trim I soared over the top of Sudeley and felt that I had conquered the world.

Trials Riding

More than ever I wanted to ride in a reliability trial, but the Levis, girand machine as it was, was single geared, and so quite useless against the three-speed chain drive models which were coming on to the market. In the autumn of 1913 the Sutton Coldfield club organized an open trial for the Levis Cup, presented by the Butterfield brothers. I went and sold myself to William Watson, father of Midland motor cycle sport of the time and Birmingham Sunbeam agent. I must have been a good salesman, for he agreed to loan me a "works" 2¹/₂ h.p. Sunbeam. It was only a two-speeder, but, with a top gear of 7 to 1 and a bottom of 14, it was ideal for the job. An ideal machine for my first trial, and an open trial at that!

No, I didn't win it. Leslie Guy, on a Scott, did that. But out of over 100 competitors there were only ten gold medallists, and I was one of them. Was I proud! What did it matter that my employer, on inquiring into the reason for my absence from the office that Saturday morning, told me that I had no interest in my work and that I would never make a chartered accountant. I knew that better than he! What mainly interested me was that I had won a gold medal in my first trial; I little dreamt) that that same Levis Cup would, 10 years later, become my own property as a result of winning it three years in succession—1921, '2 and '3—and on a Levis.

Towards the end of 1913 I decided that the Levis, grand little machine as it was, was not fast enough for me. I advertised it, again in "Motor Cycling", and exchanged it, no-cash-either-way, for a 3¹/₂ hp 1911 Rudge, No. "R906". If the owner of that Rudge is still reading "Motor Cycling", let me tell him that it was a fine machine. The power it had! Single-geared, that Rudge climbed the Nailsworth Ladder, with its gradient of, I believe, 1 in 2. And it climbed the Old Wyche Cutting, with its maximum, at the top, of 1 in 2.9, with a pillion passenger.

So then I began to get friendly with the Rudge people—S. A. Rowlandson was competitions manager at the time. He lent me a 5-6 h.p. Rudge Multi for the Birmingham-York trial of Boxing Day, 1913 (of which more later), but dried up when I tried to borrow one for the 1914 "Colmore". So I entered my single-geared Rudge, and set about putting it in order.

The tyres were sadly bald—not too good for Cotswold mud in February—but the tyre firms were playing in those days. I wrote to a couple of them, told them I was willing to use their tyres if they would supply me with pair free, and what was their bonus for a cup, gold medal, etc.? To my intense surprise,, each firm accepted' me and sent me a pair of tyres! In a mistaken sense of decency I fitted one make on the front and the other on the back—and then broke a belt just before the lunch check. The "Colmore" in those days, and for some years afterwards, was a non-stop trial, and a stop of any sort put one out of it.

A Well-earned Silver

I was mad with disappointment, but I determined to put up a good show on Rising Sun, which came early in the afternoon. Being out of the trial, I stopped at the bottom to cool down and pick my time, and then gave her the gun. I fairly roared over the top, taking the final stretch, where dozens were failing with wheelspin, at about 30 m.p.h. I got a good "press", and the film

taken of the hill showed that I was at least twice as fast as anybody else. After that "Rowley" relented, and I borrowed more Rudges for competition work.

The Birmingham-York trial, already mentioned, has always amused me. I had a 5-6 h.p. Rudge-Multi, and I fitted to it my own very antique sidecar, which I had bought for 17s. 6d. from the Birmingham "Rag" market. Half way down a gentle slope near York the outfit turned a couple of double somersaults. When I came to, I found that the sidecar wheel axle had broken and the wheel had disappeared. My passenger was a bit dazed at the time, but I made him as comfortable as possible and rapidly detached the remains of the sidecar.

My pal then began to take an interest in the proceedings, and, seeing that he was all right in general, I introduced him to the wreckage of the sidecar, told him to deal with it, and hurried on to check in on time at York. I was awarded a silver medal for that, although I started as a passenger model and finished solo, but the club won in the end, for before the annual prize distribution the 1914-18 war had broken out, and I never got the medal!

Shortly after the 1914 "Colmore" I got a very bad dose of influenza and was in bed for three weeks. As I began to get better, (the horror of going back to my unutterably dull job bore down on me, and' in a wild fit of hope I wrote <to the Editor of "Motor Cycling" and asked him to give me a job.

To my amazement he replied that there was a vacancy on the staff, and would I let him know what I could do, and send him some sample articles? Would I not! Propped up against the pillows, I gave him of my best. Each time the post came without a letter for me my hopes sank, and bitterness overwhelmed me. But, finally, there was a letter, naming an interview the following Monday.

Another Job

I went through that interview in a daze, but I landed the job, and the following Monday. I was the junior member of "M.C.'s" Editorial staff, mixing with "Platinum" McMinnies (the Editor), "API664" Barron (of "Sidecar Topics" fame), "Tourist" Selby, and "Lightning" Goodacre. After a few days I found one reason why I had got the job—Selby's family came from the same Birmingham suburb as myself! He had fostered my application with the Powers of Temple Press, by which means I got the interview. Apparently, too, the great "Platinum" was attracted by my youthful know ledge, and also by the fact that, quite unknown to myself, I had laughed when I first saw him. He was certainly an odd sight as he sat there, hands in pockets, feet ion his desk, and pipe upside down beneath his straggling moustache. A very brilliant fellow was "Platinum", and a good friend of mine in later days, but a bit surprising to a 19-years-old lad from the provinces.

Those were grand days, and the next four or five months were the happiest I had ever known. Then came the war. On August 6th, 1914, 36 hours after war had been declared, I put my name down on a vast list at Putney barracks as a Despatch Rider, and heard no more of it. After six weeks of doubt and uncertainty, the telephone bell rang one day and the officer commanding a

new signal company which was just forming. asked if we could find him some DRs. Selby and I, and one of "Motor Cycling's" artists, Singleton, joined on the spot, and did not regret it. They were happy days, in the ranks of that London Signal Company, and I learnt much about traffic riding (still single geared) and motor cycle maintenance, for, in spite of my youth, I got made "Corporal Artificer". But other friends of mine were taking commissions, and in January, 1915, I got one myself. And that date, I think, marks the end of the first-stage of my motor cycling life.

Lesson learnt the hard way, from the West Australian 20 April 1936



FROM THE ARCHIVES

Right : Shell House, St Georges Tce Perth in 1933 - sidecar "Dongara Crayfish" parked beside the road

Below: York St Albany, late 1940s





Above: Old Hotel Run for pre 49ers

Below: VCC - Scarborough to Mussell Pool



DAM EARLY RUN

Despite threats of a thunderstorm the weather held off for the run and everyone enjoyed the route through the Hills laid out by Colin and Jeff. Steve put in a mighty effort preparing brunch and the gang tucked into it. From what I was told and watching the gusto with which they ate, they well enjoyed the spread Steve prepared. A lot of effort goes into putting on the BBQ as well as cleaning up and packing up, it should not go unappreciated. *Pics: Jeff Sanders & Murray B*



MARKETPLACE

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to ildottore@inet.net.au*

KAWASAKI 1982 750GT: \$7,500. fully restored, modified into Café Racer Style-Excellent Condition – Up-market one of a kind – shaft drive – Full Licence 17 April 2022. John O'Brien 0417337874



BMW R90S: \$15,000, original, 21k in smoke grey with the original Dellorto carbs, and BMW pannier boxes. It's a Club bike. Price or nearest offer. John Vogiatzakis 0474 325 938.



Sidecar Chassis with leaf springs - offers - Mary Green - 0407479143

AJS 1927-28 Frame: \$6000 Complete with tank, seat, forks, handlebars (incl end levers), kick start, gearbox, hubs (no brake plates or drive sprocket), front guard, foot brake pedal & rod with rear actuating arm & spare gearbox with clutch & bits. Mark Thomas 0437206285

AJS 500cc Big Port Engine 1926: Offers invited. Mark Thomas 043720628

Honda CB175: \$7000 Restored by club member, little CB175 with CB200 tank, original included, everything working well. On full Registration but was previously on club rego, negotiable. Email Fabian Wesolowski Phone number : 0426440748

1974 Triumph T150 Trident, Consider reasonable offers, this bike has a manifold and single carb fitted which gives big mileage to the gallon compared to the triple carbs ,with very little drop in power. The triple carb parts are in a box to go with the bike. Mike PH 95275806

WANTED ITEMS

Lucas 20008A/B Generator (1939 M22 BSA) or Field Coil from similar models; E3H E3HM E3AR E3N E3N E3MD E3D E3B E3E E3BS E3HB - Ben Romeril 0400136922 benromeril@gmail.com

Veteran oil pump sight glass for a 1914 oil pump 40mm high x 24mm outside diameter. Todd Walmsley 0409106240

Spare parts for:- "PUCH" – Allstate (Austrian) MOTORCYCLE (Not Moped) TERRY GERMAIN 0419 554 735

1932-34 BSA Blue Star: Brake Pedal or one to copy Mark 0437206285

GSXR1100 parts: chasing the belly pan for an 86-87 gsxr1100 any colour any condition, I'm also interested in any 80 model Suzuki projects katana, Gsxr, rg, rgv. Thanks Luke : 432828065

Yamaha SR250 (1980) instrument cluster/speedo Hugh Gribben 0400275418

1935 Ariel VH 500cc single Head - Seeking a Twin exhaust port head. Described as a OHV two-port VH2 head and the single exhaust port head was the VH1. Required for a recent VH 500cc single restoration. Single exhaust outlet (VH1) considered to finish project. Barry Jenkins : 0413222991

Yamaha DT2 1972 175/250 - Wish to purchase or borrow (to copy) Front wheel -rear fender strut (21" tyre) and a toolbox – May also be interested in other parts or whole bike. A Duncan 0428996334

Hi, I am chasing an early autocycle/moped. Greg Eastwood 0438041072

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497 999 011



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



Kiddies Korner

A policeman arrested two people on Bonfire Night - one for drinking battery acid, the other for eating fireworks. He charged one and let the other one off.

How is it that one careless match can start a bushfire, but it takes a whole box to start your Barbie!

I went out with my wife to a fancy restaurant last night and she kept insisting on paying for the meal. I said, "Don't be stupid, we're half way down the road now. Just keep running!"

My friend said he didn't understand cloning. I said that makes two of us.

An elderly gentleman had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted for a set of hearing aids that allowed the gentleman to hear 100%. The elderly gentleman went back in a month to the doctor and the doctor said, Your hearing is perfect. Your family must be really pleased that you can hear again. The gentleman replied, Oh, I haven't told my family yet. I just sit around and listen to the conversations. I've changed my will three times in the last week alone!



The most common ghosts are the visions dressed in white sheets, with flailing arms. These are people who died changing their duvets. They roam bedrooms, forever trying to find the corners

As Ben Franklin said: In wine there is wisdom, in beer there is freedom, in water there is bacteria.

Christmas must be getting close, I've just seen Easter eggs in the shops.

My doctor has advised me to stop drinking. It's going to be a big change for me. I've been with that doctor for the last 25 years.

Below: something caught my eye in this photo essay of the Harley Scramble at Buckland Hill:

MOTOR CYCLE SCRAMBLE: Hills, Spills and Thrills at Cortesloe.



1. Going over Vincent's Delight. 2. The run-up to Vincent's Delight. 3. Charman's Horror. 4. Stuck on Charman's Horror. 5. Doing a "whiz" down Melrose Slide. 6. Ken Vincent doing a broadside at Billygoat Farm, 7. Going down Melrose Slide. Ken Vincent on a 10/12 Harley was the winner of the event. *From Western Mail - 21 June 1928*

The Albany mob on Wednesday's coffee run to Nippers Marron Farm restaurant, now called Little Beach Cafe





VINTAGE CHATTER



Club Contacts

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Deputy Chair: Barry O'Byrne - 0418936254 - barryobyne2007@yahoo.com.au

Secretary: Richard Argus - 0418 934 550 - secretary@vmccwa.com

Treasurer: Jim Douglas - 94016763 - treasurer@vmccwa.com

Communication/Ass't Secretary: Murray Barnard - 0434215665 - ildottore@iinet.net.au

Events Coordinator: Stephen Hills - 0413678604 - steve.mag@icloud.com

General Committee Members:

Neil Freeman - 0459888654 - vn_freeman@outlook.com,

Gerald Connolly - nfn_g@hotmail.com

WEB & PUBLISHING TEAM

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Assistant Editor: Peter Bennett – 0412280089 - benners@iinet.net.au

TECHNICAL OFFICERS

Registrar: Lat Fuller - 0468310215 - registrar@vmccwa.com

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Dating Officer: Pre 1931: Michael Rock - 0437999009 - michael.rock@iinet.net.au

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Machine appraisal: contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,

Greg Eastwood - Coolbinia - 0438041072,

Jim Douglas - Kallaroo - 94016763,

Maurice Glasson - Mandurah - 0410000617,

Les Vogiatzakis - Dianella - 0488915103,

Murray Barnard - Roleystone - 0434215665

Hans van Leeuwen - Mount Nasura - 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany - 0428996334

OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake - 0404692425 - mikeblake@iinet.net.au

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Keith Weller - 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent - 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday - 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove - Caretaker: Ph. 94532728 Mob. 0457020635

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa

LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order): Murray Barnard , Ron Chave, Norman Chester, Jim Clark, Frank Cocks, Jack Cunningham, Rex Edmondson, Bert Holmes, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Ron Morrison, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent & Dave Weeks. Deceased: Jack Berkshire, Ron Cherrington, Bill Cowlin, Ray Oakes, John Rock, Ernest Serls, Peter Stocker & Eric Langton.

Next Chatter: The next Chatter will be the May 22 issue. Any contributions required by 28 March 22 at the latest, thanks.

Covid Restrictions – Wattle Grove

The VMCCWA Management Committee, having regard to the high risk age group of most Club members, is committed to keeping all our members and volunteer officials as safe as possible and reducing the risk of transmission of COVID-19.

1. As a response to the evolving situation in WA, the Management Committee has determined, that all members entering the clubrooms at Wattle Grove must be double vaccinated and preferably have had a booster shot. Unvaccinated members are kindly requested not to enter the club rooms (those with a genuine medical exemption excepted).
2. Additionally, if visiting the Wattle Grove Clubrooms, library/parts store/Ken Marshall room, masks must be worn indoors at all times.
3. Plus, you must log in when entering these premises either by using the QR code posted on the door, or by writing your details on the form provided.

If you urgently require an item from the Parts Store or Library please ring Keith/Chas or Ken.

This decision has not been made lightly, however we take the responsibility to protect our members very seriously. We look forward to member co-operation regarding this matter.

We are implementing these restrictions to coincide with evolving State Government policy. These restrictions are broadly in accord with the requirements of WA Health, the Shire of Kalamunda & the VCCWA (as leaseholder of the Wattle Grove Clubrooms). These restrictions will be reviewed by the Management Committee in March 2022 or as required if conditions change.

VMCCWA (Inc) Management Committee

Bike Ballots: The Club will be offering for ballot the following items :

1. Two 1950's BSA B31 350 motorcycles which are largely complete. These bike were very popular post war when they were extensively used as commuter transport before families could afford cars. Once restored they are very reliable and virtually bullet proof. The bikes will be balloted at the March monthly meeting. The price is \$2750 each.
The ballot will be conducted using the following basic rules of the bid:

Bidders must be a club member. First out of the hat gets the first bike. Second bidder gets the second bike. The club makes the decision on bike 1 and bike 2. Bidders do not get to choose which bike. First bidder out is automatically withdrawn from the second bid. (you cannot get both bikes).

If you are interested in purchasing any of theses lots contact Keith or Chas in store to view in the first instance. To bid email Jim Douglas (treasurer@vmccwa.com) or list with Keith or Chas. Bidding will close 24 hours before the monthly meeting.



Library News: could the member who borrowed the book LA DONA, LA MOTO, LA MODA - THE WOMAN, THE MOTORCYCLE AND THE WOMEN'S FASHION TRENDS please return it to the library asap. It is well overdue. It is a large book, library number 574X6D

Concessional Licences

The Department of Transport has requested that the CMC advise its member clubs that are approved for concessional licensing (being Code 404 and C4C) of the following information.

As you are aware, owners of concessionally licenced vehicles are responsible for ensuring their continued financial membership of an approved historic motoring club as a condition of the concession. Note that there is no 'grace period' allowed. It is the approved club's responsibility to advise the Department of Transport directly of any members with concessionally registered vehicles who become unfinancial.

Approved clubs are to email advice of unfinancial members to both concessions@transport.wa.gov.au and dvs-governance@transport.wa.gov.au. This advice is to include:

- * the name of the approved historic motoring club
- * the full name of the unfinancial member
- * the plate number of the concessionally licenced vehicle/s
- * the make & model of the concessionally licenced vehicle/s
- * the date that the member became unfinancial

The Department has also advised that its DVS Governance section is developing the auditing activity in which the first phase was demonstrated this past year. DVS Governance will make direct contact with individual clubs in the new year and annually thereafter, to initiate auditing of the various criteria related to the Code 404 & C4C (Code 350) concession schemes. Advice of unfinancial members received from approved clubs will be retained by the auditors to be used during next year's audit.

The Department's Concession section will continue to administer day to day concession business (application and status of vehicle concessions).

Note: this applies to all machines registered through the Club for 404 & C4C. If you become unfinancial on 31 December when fees are due, your unfinancial status will be reported to DoT within 7 days.



OLD IRON 2022 & the Show that wasn't

Sadly, the Classic Motorcycle Show & Swap met the same fate as the 2020 Old Iron. Covid19 restrictions and the anticipated opening of the State border left the Management Committee with no practical option but to cancel this year's event. The Show relies on volunteers, and the expectation that vaccination certificates would need enforcing upon entry, along with the wearing of masks and social distancing required indoors was too much to ask and also too much of a risk to our members. Managing these risks is enough of a task within the Club, managing these requirements with a large gathering of members of the public is another thing altogether.

The Management Committee thanks those members who volunteered to help administer the Show. The show support was much appreciated. As well a lot of work was put into organising the event by the Old Iron sub-committee. The work of the sub-committee deserves recognition. In addition over 80 display boards were designed ready for print. The members who registered machines for display are thanked for their interest and co-operation. The booking of the Showgrounds has been rolled over to 2023 at no extra cost.

Management Committee

Main Club Events - Stephen Hills



APPROVED CLUB EVENTS - for all club members

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. Fremantle – 9am Saturdays – Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser – Stephen Hills

CALENDAR EVENTS: Note: main events are normally held on the 3rd Sunday of each month.

February 27 2022 - Old Forkers - This run is put on by the Pre 31 section of the VMCCWA to highlight the section and display old and girder fork bikes. It will be a short run about 45min (good for veterans.) Starting at the club grounds Hale Rd and finishing at the club grounds about 9.00 am for a breakfast and display of our bikes. All VMCC club bikes are welcome to come on the ride or just take in the display. We are encouraging you to bring your oldest bike. The run and breakfast will be put on for all members ride or not at \$5.00 donation. Time 7.30am for 8.00am start before the day gets hot. Enquires Ken Vincent - 9293 2093 or 0439 294 366.

March 20 2022 - Roley TT - Ride through the Hills. The TT run will be through the hills to Rushton Park Kelmscott, where refreshments and a BBQ will be available from the Club Events Trailer, on site thanks to Stephen Hills. Assemble 9.00am, depart 9.30am, at the start line ,which will be at Keith Weller's, 122 Bushmead Rd Hazelmere. Parking for trailers available at start. Finish location: Borello Park, Rushton Park, Orlando St, Kelmscott. Contact: Murray Barnard 0434215665 ildottore@iinet.net.au

April 23/24 2022 - South West Two Day - The Greenbushes ride will be similar to the Busselton 2 day the club ran for approx. 40 years. The ride will take the usual route, Pinjarra, Wellington Dam, Ferguson Valley, Donnybrook, Kirup & Nannup. Return route similar. Book early - Phone Exchange hotel Greenbushes 9764 3509. to book your room. Starting from Hale Road Clubrooms, 7.30 am for coffee, leave 9am, Cost \$10.00 per head. Barry O'Byrne - 0418936254

May 15 2022 - Chittering Run

June 19 2022 - Peter Groucott Ride, Serpentine Tractor Museum

July 17 2022 - Social Ride

August 21 2022 - Keith's BBQ

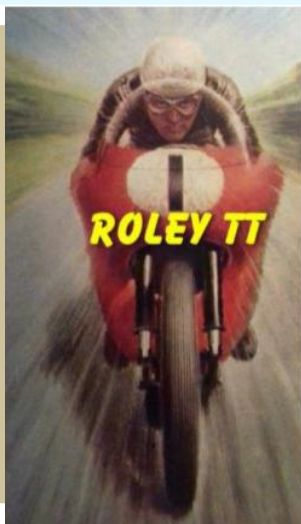
September 19/25 2022 - Orabandon/Perkolilli (Red Dust revival)

October 16 2022 - WA TT

November 19/20 2022 - Gypsy Tour Albany/Denmark

December 4 2022 - Dam Early Run

December 26 2022 - Boxing Day Breakfast



20 MARCH 2022

Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit to Roleystone. This circuit has speed lots of twisty winding roads and some hills to climb. Make sure you turn up for the 5th Annual Roley TT because you won't want to miss it!

Starting at Keith's place in Hazelmere. The TT run will be through the hills to Rushton Park in Kelmscott, where refreshments and a BBQ will be available from the Club Events Trailer on site.

Assemble 9.00am, depart 9.30am. 21 February 2020 at the start line ,which will be at Keith Weller's, 122 Bushmead Rd Hazelmere. Parking for trailers available at start.

Finish location: Rushton Park, entry from Orlando Road, Kelmscott. Bring your partner to enjoy the social occasion. Bring what you have, old bike, new bike, car, it is a social day out! Contact: Murray Barnard - 034215665 or ildottore@iinet.net.au

Sections

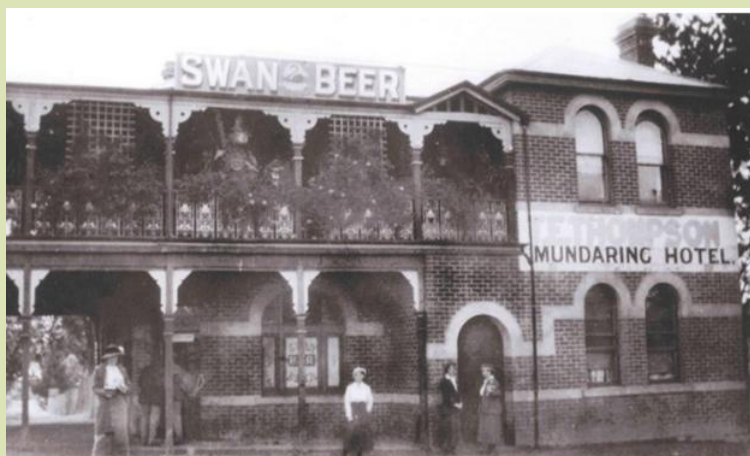
PRE-31 SECTION: Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468. Meet 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

POST 70 SECTION: Coordinator: Steve Hills - 0413678604. Meet 3rd Monday of the month, 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Lynton Morgan 0438447330, Secretary: Andrew Duncan – 0428996334, Meet 1st Thursday of the month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove.

PRE 31 SECTION - RESTRICTED EVENTS:

April 3 - Old Hotel Run - for pre 1949 machines only: This run is organised by the Pre-31 section and is aimed to encourage members who own a PRE 1949 machine and give them an opportunity to get their bikes out of the shed and join us on a visit to some of WA's old, known and lost hotels. Our third Old Hotel run is a 1 day event starting and finishing at the Wattle Grove club rooms. We will be riding mainly on quiet good sealed roads to the Mundaring Weir Hotel for lunch. In 1997 the Mundaring Weir Hotel was categorised as having exceptional significance on the Shire of Mundaring municipal inventory and in 2016 was listed on Western Australia's Heritage Register for the contribution made by the place to Western Australia's cultural heritage. The Mundaring Weir Hotel was established in 1899. The run will be approximately 60 miles long all up. Meet up at 9:30am, stands up at 10:30 AM Sunday the 3rd April 2022. Contact Jeff Sanders 0411 750 767



May 7/8 - Roaring Twenties - for pre 1931 machines only: Entry form in Chatter cover sheet and on Club website. 10am from outside Boyanup Transport Museum Turner Street. Boyanup. Secure parking is available overnight in the museum grounds open from 8am. Accommodation phone Nannup Hotel 08 9756 1080 or Nannup Caravan Park 97561211. Fee includes, participation award, Sunday BBQ and overnight parking. There will be prizes for "In the Spirit of The Event" Best Veteran, Best Vintage and Best Small bike. Plus, a prize, as usual, for all veterans entered. This is the "Roaring Twenties" so dress appropriately for the weekend and have fun. Any queries please contact: Greg Boothey 0417 891 611 or Peter Lawson 0418 933 535

2022 - Roaring 20's

Pre31 motorcycles Boyanup to Nannup and return. Start 7th May

Make your bookings for the overnight stop at Nannup Hotel, Holberry House or caravan park



Pre 31 Section

PRE 31 SECTION MINUTES

Meeting No. 413 - 26/01/2022 - opened at 7.30pm

Venue, Ken Marshall Room, Hale Road, Wattle Grove - Chaired by Ken Vincent

Members Present - Roger Bowen, Michael Eldon, Jeff Lindley, Jeff Sanders,, Ken Vincent, Dave Weeks, Art Woldan

Apologies Greg Boothey, Greg Hughes, Tony Southall, Gary Ternardi

Visitors Harold Dewar - New Members nil

Minutes of Previous Meeting Emailed by Art Woldan.

Business Arising from Previous Minutes nil

Correspondence Ken Vincent received an email from "Macca" about the anticipated arrival of an Indian board track racer.

Pre 31 Section events are listed separately in the Chatter and VMCCWA website so Art Woldan was requested to ask that they be included with the other events.

Financial Report Submitted by Jeff Sanders - The Westpac account had \$2718.41 on Dec. 30th and 2863.41 on Jan. 18th. The increase was from deposits for the Roaring 20's Event in May.

Andrew Repton and Michael Rock haven't renewed their Pre 31 membership so Jeff Sanders said he'd phone them about it.

Past Events

24-11-2021, Rose & Crown Hotel, by Ken Vincent, last Pre 31 meeting of the year.

26-12-2021, Boxing Day Breakfast at Mundaring Weir, cancelled due to fire bans.

16-01-2022, Chairman's Meet and Great, at the Kent St Weir, by Steve Hills.

Future Events

- 20-02-2022, Old Iron Event, cancelled because proof of vaccination and associated photo ID would require checking, which would cause huge holdups and possibly some aggro.

- 27-02, Old Forkers Event, by Ken Vincent. Jeff Sanders will be backup.

- 3-04, Old Hotel Run for pre 49 bikes, by Jeff Sanders. There will be no fee.

- 7 & 8-05, Roaring 20's Event, by Sharon Boothey, Greg Boothey, and Peter Lawson.

Business Arising from Events nil

General Business

- Ken Vincent said the Velocette Club went to see George Webber's impressive collection of bikes in Hazelmere.

- Ken also said he may getting two cammy Velocette engines that are in various stages of completeness.

- Ken showed a new magneto cover from Switzerland by a company that makes many magneto parts. To see their website search the internet with the words "magneto, parts, Zurich".

- Harold Dewar said new crankcases and barrels were made for New Hudson V-twins in Queensland.

- Harold also mentioned Spencer motorcycles that were made in Brisbane. To see info about them use the words "Spencer, motorcycle" to search the internet.

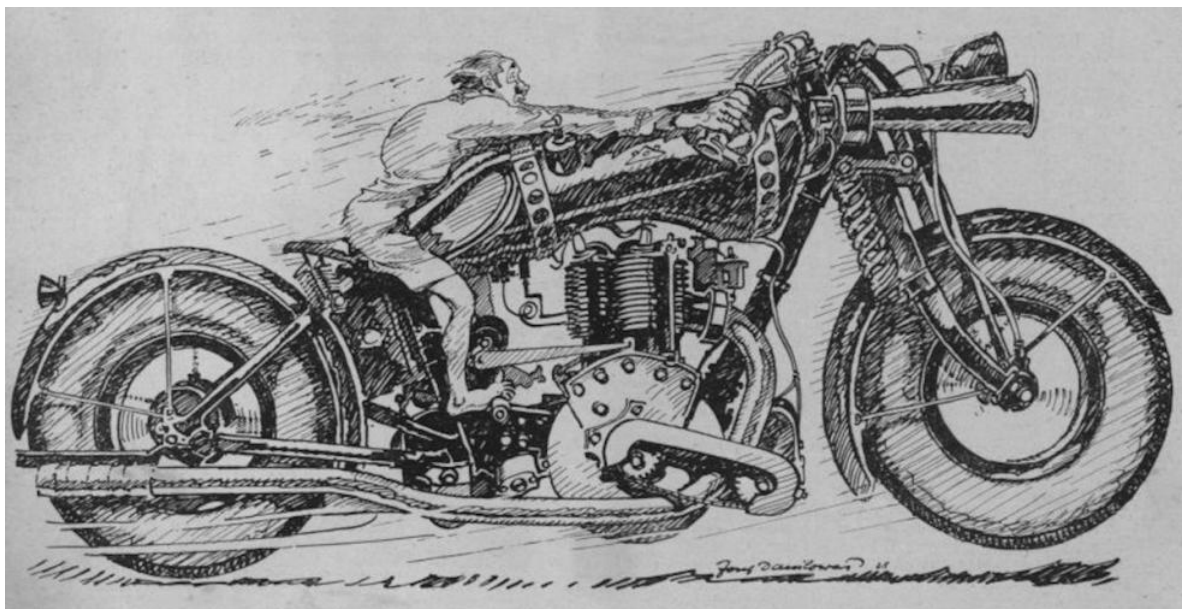
Closed at 8.10pm.

Bits & Pieces It was decided to do this after the meeting closed.

- A new primary cover and chain guard for a 1930 Ariel were shown and it was agreed the workmanship was excellent. They were made by Lionel Rudd, "Metal Man", in Beverley, phone no. 0449 536 233.

- Ken Vincent showed a Bowden carb.

- ♦Art Woldan passed around a list of bikes that Trevor Stephenson has for for sale



Albany Section

ALBANY MATTERS

Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Andrew Duncan – 0428996334 andy@urara.com.au.
Bernie Wolfe - Reporter
Peter Ogborne, Photographer



Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is needed by the Club.



Albany Section Fund Raiser Report - 11 Dec 2021

The Albany Section Charity Ride is run in conjunction with the Salvation Army Christmas Funds Appeal. This is the thirty fifth annual event conducted to raise money to help with the Salvation Army effort in the local area. This is our big event for the year and biggest fund raiser. This event attracts motorcyclist from Aust Post posties, Honda z50s minis, trail bikes, vintage, Hyabusa's to loud Harley's and one brave rider on a veteran. It is a thirty minute ride around the streets of Albany ending in the town square. The parade is controlled by the Albany traffic police. Thanks to Sargent Grimes and his team, without their support this event would not exist. This year two hundred thirty bikes attended which is only twenty down on last year. The logistics of starting and parking this number of riders was competently handled by our own specialized and professional parking marshals. Jamming two hundred thirty bikes into the Albany town square in ten minutes is a feat not to be sniffed at, and I didn't see one upset motorcyclist. The Salvation Army volunteers set up a tea tent to sell morning tea and collect donations. Their Brass Band played Xmas carols to add to the festive atmosphere and Tom the Piper piped the parade up York street. With the proceeds from the sale of our commemorative badges we were able to present a cheque for five hundred dollars. A big Westpac ceremonial cheque was presented to Patrick on behalf of the Salvo's. The real funds were transferred by EFT. Donations on the day, total \$3781.70 plus toys and food.

Santa gave a talk and spread his Xmas cheer. Bob Berry, a twenty year veteran of the Charity Ride gave a talk on the history of the ride. GWN covered the event for television news. Colette Albino from the Salvation Army and my co-organiser had a small riding accident, her front wheel slipped on some gravel. Colette is a positive lady with a great sense of humour and wont let a small set back hinder her enthusiasm. The event promotion was well supported by local businesses by cooperative advertising in the two local papers. Albany Printers printed one hundred glossy posters FOC that the members distributed in and around the town. Many thanks to all members involved. *Lynton Morgan*



Albany Section

ALBANY SECTION VMCC January Minutes Thursday 6 Jan 2022 – Chalet - Started 7.30

Acting Chairman A.Duncan, Acting Secretary L Anderson - Present 11 members - Apologies – 5

Chairman – Thanks to all those who helped with the Christmas Charity Ride, Badge Sales -Rofi, Cheryl Northcott, Pat and Karen Armstrong, Marshalls-R & B. Wolf, A Duncan, J Banks, R Hawkins, D Beeck, K Palfrey, A McDowell

Minutes Previous Meeting -2/12/21 -Read and accepted – Moved R.Wolf Sec A.Wust

Business arising from previous minutes – Nil.

Correspondence Out- L Morgan – 1) Charity Ride report to M Barnard, 2) Thank You cards – Collette Albino (Salvos), Piper Tom & Ethell , Sergeant Grimes (Albany Police Traffic) ,Karen Armstrong (Major Sponsor) Armstrong Smash Repairs and Ken Stone - Santa

Correspondence In - M Barnard re cancellation of Old Iron event (20th Feb), J Douglas – regarding coffee ride fee (To be resolved at March meeting) - Moved- A Wust, Sec G Wroth - That all correspondence be accepted – Passed

Treasurers Report – J Banks (See att.) Closing Balance \$9937.44 as at 31/12/21. It was noted that previous annual closing balances were – 2018-\$5589, 2019-\$5308, 2020-\$8853. Moved G Wroth Sec P Armstrong – That the financial report be accepted- Passed

Librarian – B Wolf – Nothing to report

Machine Dating A. Duncan / L. Morgan – Nothing to report

General Business

- 1) Badge Sale report - Total sales \$2077. Cost \$1250, Net \$827, Donation Salvos \$500 – Balance to Albany VMCC funds \$327 (25 badges unsold)
- 2) New Chalet Committee – D Beeck -Chair, M Feichtinger - Treasurer, B Wolf - Secretary
- 3) Discussion paper regarding the future of the Chalet tabled3 basic options. – Copies given to members present. All members will be emailed a copy - This will probably be resolved at the March meeting
- 4) Discussion regarding Flourish Cambodia donation -No action at this stage
- 5) Discussion regarding coffee run fee, membership fees etc.
- 6) Discussion regarding possible covid impositions/impacts.
- 7) Discussion regarding a possible sale/auction
- 8) January Rides

Sun 9th – Club Ride- Oldest Bike Ride with Vintage and Classic Club Albany – Young Siding, Wed 12th – Nippers, Sun 19th – Whale World, Wed 19th – Sandalwood, Sun 23rd-Elleker Store (9am Start for pre 65 bikes.), Wed 26th-Nippers, Sun- 30th- Porongorups, Wed-2nd – Nippers

9) Next meeting Wed 3rd Feb

10) Future Club Rides - Feb 13th – Montys Leap -A.Duncan (Flourish Cambodia at a later date – I.Redmond in QLD), March13th- Loyds Raffle Run

Meeting Closed 8.15



L to R Kevin Palfrey, Manfred Feichtinger, Bill Morrell, Cheryl Northcott, Noleen Bailey, Merv Bailey, Lynton Morgan, Adam McDowell (birthday boy), Ron Hawkins, Evie Bittner, Aidan McDowell, Pat Armstrong (birthday girl).



WELFARE REPORT

by Adrian White

Friends In Need: 8am, Steve, Jeff, Colin, Bernie, and yours truly, confront five middle aged motorcycles, all Club eligible. They're a forlorn sight, having not been ridden, or even started, for some years. Covered in a heavy layer of dust, the odd flat tyre. Sadly, their owner, a Life Member of our Club, is battling dementia, and other health issues in a nursing home. Our task is to get the bikes into as saleable condition as possible. The minimum we can do is to have them clean, but we're fairly confident three should be starters, with battery and petrol. Of

the other two, one is a quite nice B.M.W. R100; unfortunately all the tinware has been removed for painting, the forks are out too. The other, a mid 80s Kawasaki 550 is beyond repair, with a reportedly seized engine, though still quite a tidy bike. The B.M.W. attached to a sidecar is first to respond to new petrol and twelve volts, missing and farting as it shakes off its hibernation, before settling down to a very civilised B.M. idle. The Aermacchi and Harris Matchless are next, as cleaning continues. Steve and Colin obviously relish a challenge, and to some scepticism from the rest, decide they'll fire up the R100. There's a remote tank in the workshop, and surprisingly quickly that half a motorcycle with its spaghetti of wiring comes to life, sounding positively horny on header pipes only. Made me wonder why B.M.W. riders don't seem to fit less restrictive mufflers. And then, we're on a roll, so Colin decides to look at the Kawasaki. He has a similar bike. The twist grip seems seized solid, but a bit of muscle fixes that. A known feature of c.v. carburettors, according to Colin. The engine spins over convincingly, but no firing. Normal with those pesky carbs, our expert assures us, keep trying. Suddenly, just as you begin to wonder how much more the starter motor can take, one cylinder gives a slight cough, then another, then we have a quite healthy sounding Kwaka 550. So much for the previous "expert" advice. Five clean, running bikes! What a good morning's work, what clever people we have in our Club, good people too, for initiating Friends In Need.

Adrian White.

Vale Sydney Taylor 1932-2022: Syd was born and raised in Subiaco, an inner city suburb near Perth, Western Australia and is survived by his brothers Don, Dick and sister Hillary. In 1949 Syd bought his first Velocette, a 1937 KSS and this started a passion for cammy Velo's which continued throughout his life, his brother Dick buying a Velo in 1950 followed by Don who bought his from West Cycles (the WA dealer for Velo's) shortly after, this family passion for the marque developed and has continued to this day with all 3 brothers participating in all things Velo whenever they had the chance. Syd was an accountant and moved to Bunbury when the company he was working for relocated and there he stayed until his passing. His profession took him all over the South West and into the Wheatbelt, Syd was a member of the Indian Harley Club of Bunbury for over 35 years and was their volunteer accountant for many years, he was awarded a life membership for services to the club. For many years Syd was the WA contact person for the Velocette Owners Club of Australia and always maintained a passion for Cammy Velo's. He was a wealth of knowledge on Velo's and will be missed by all of us. Syd was a regular for the national rallies, many of our members would have met him and admired his lovely hybrid cammy/swingarm 500 and enjoyed his company in conversations (or on the dance floor as he could really cut the rug with the best of them!) especially after a couple of red wines or a shot of single malt. Always with a ready smile and a quick wit, Syd was one of nature's true gentlemen and ready to help a fellow motorcyclist out with advice/parts or information. After many years Syd fought and lost his battle with melanoma and if there is one message we are sure he would want passed on is always wear protection from the sun and don't delay in having a skin check. Syd was married to Jocelyn for 66 years, they had two daughters and a son with grandchildren and great grandchildren and we send Jocelyn and his family our most sincere condolences, we shall miss him greatly but he will not be forgotten by those whose lives he touched. *Paul Barfoot*

Vale Maureen Teresa Hopkins 1936 - 2021: Maureen, wife of Club member Ken, passed away in the last hours of 2021. She wasn't a rider, or passenger on motorcycles but regularly attended, with Ken, social occasions. A warm, caring lady, she spent her latter years caring for dementia victim Ken. They moved into a nursing home some years ago. To Ken and his family, our deepest condolences. Rest In Peace, Maureen.

Naomi, wife of Arthur Sutton is undergoing the great discomfort chemotherapy to treat breast cancer. We wish her well, hoping the treatment is successful. Another cancer victim in the hands of the medical professionals is **Margaret Chapman**, wife Mike. Good luck, guys! **John Gibb**, has undergone heart surgery, apparently it all went according to plan, so we wish John a painless and speedy recovery

Vale Margaret Coote: On December 16th, the day following her eighty-fourth birthday, Margaret lost her battle with Parkinson's Disease. Bill Coote and his wife Margaret were regular participants in Club activities for many years, riding a big sidecar outfit. Sadly, Bill's riding days were victim of dementia some years ago; from this, he still suffers. They travelled the world together, including an unforgettable trip to America and Alaska. Old cars, as well as motorcycles were always a big part of their lives, though their favourite Austin Ruby became unable to accommodate their mature age figures. Margaret enjoyed knitting, and became a welcome visitor to maternity wards, bearing gifts of beautifully knitted clothes and rugs, for babies born prematurely. That's the sort of person we've lost, the nicest lady. She will be greatly missed, remembered with love. Rest In Peace, Margaret. Our heartfelt condolences to Bill, Wayne, and family.

It was often said BSA stood for bloody sore arse. Long term and Life Member **Dave Weeks**, of Gold Star renown is feeling that and more, after he and his bike came into contact with a dog last Sunday. He'd shed a lot of speed before crashing, minimising damage

to man and machine, but still painfully dislocated his little finger and collected an impressive array of bruises. The bike has a fair bit of superficial damage. He's hurting, but on the mend.

Another long term and Life Member has health issues. **Keith Perry** has been diagnosed with dementia, and has moved into care. Keith doesn't agree with the diagnosis (if you know Keith, you'd expect that!) and prefers to see his accommodation as a retirement village. He retains very fond memories of our Club, and motorcycling in general. He'd welcome the chance to do some reminiscing; if you'd like to join him in this, he's at Masonic Care, Howard Solomon Home, 91 Hybanthus Road, Ferndale. Daughter Janet assures me you'd be welcome.

Spare a thought for poor **Rod Marriott**, who's been battling incurable cancer for some time. Now he's fallen over at home, injuring his leg, and earning a bed in Joondalup Hospital. He has a phone by the bed, and would be glad to hear from fellow Clubmen. Knowing Rod, if you do ring him, you can be assured of a lively debate. We wish him well.

As his number suggests, **Allen Barnes** is a long term member. Although no longer active, he still keeps informed via the "Vintage Chatter." Allen has recently had a successful hip operation and now doing well. Only problem is, he's profoundly deaf, making phone conversation impossible. His daughter assures me he's in good spirits, with fond memories of many miles with our Club. Keep well, Allen!

Adrian White.



Excitement is growing, that a major B.S.A. Gold Star Rally is on its way to Perth. The rumour follows the sighting of what is obviously the back-up vehicle, seen in the scoop photograph. The size of the vehicle suggests the rally will be huge, or more likely, maybe it's feared the attrition rate of these highly tuned Prima Donna motorcycles will be very high. Either way, it's exciting news. We'll pass on such information as comes to hand. Remember, you read it first in the "Vintage Chatter," always on the ball! *Adrian White*



Monthly Meeting Minutes

Minutes of the VMCCWA Monthly Meeting – 1st December 2021

Held at Wattle Grove commencing at 8.00 pm

Chairman: Les Vogiatzakis, Secretary: Richard Argus, Treasurer: Jim Douglas.

Apologies: Bryan Wilson, Henry McKenna

Members Attending: - 53.

1. - **Microphone Usher:** - Rob Rowe

2. - **Visitors:** Nil

3. - **Ratification of November AGM minutes:** moved Colin Hankinson, seconded Rob Rowe.

4. - **Welfare report - Adrian White**

Jeff Seiber died, after a battle with cancer. A gentleman of great integrity, and restorer of motorcycles. He was a sidecar racer at Claremont, and rode scrambles. His favourite bike was a Harley Davidson WLA; had it forever. He also had an early 20's Coventry Victor, a 1940's V8 truck and a Willys Knight.

Rex Edmondson is feeling more comfortable; currently holds driver's licence for road trains, cars but no motorcycle licence! Bryan Wilson; pacemaker OK but back in RPH; has a suspect spot on the lung.

5. - **New Members applications - Mario Cudini**

Saturday, 15 January 2022

McKinnis; Geoffrey Neil - Rockingham Beach, Watzek; Michael - Trigg, Giovanni; Rossi - Mt Lawley

if any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice.

November has been a steady month for both renewals & membership applicants. A total of 8 membership applicants have been approved for the month. Renewals have started to ramp up in the last week & I expect December to be a very busy month.

Wishing all members a happy Christmas & new Year.

Mario Cudini, Membership officer

6. - **Chairman's Report – Les Vogiatzakis**

February 2022 is the Old Iron Motorcycle Show & Swap Meet. Register your bikes with Richard Argus (responsible for the bike displays) if you have not done so already. You can't have a motorcycle show without motorcycles. We always need supporters, so touch base with Steve Hills, Neil Freeman or Jim in due course of how you can assist on the day. We have the site from Saturday until Monday, and if you are not registered, you will be left outside. The gate is closed at 8:00 am for registered entries into the halls. We always need supporters, so touch base with Steve Hills, Neil or Jim in due course.

It's also time for fees for your club membership to be paid, so make sure you get that sorted. If you don't, your Code 404 or C4C bikes will be targeted by the Department of Transport.

7. - **Secretary's Report - Richard Argus**

Congratulations to the Club Management Committee and officers elected at the Annual General Meeting held on 3 November 2021 (published in November minutes).

The key register has been updated; keys have been changed

and new keys issued. All recipients have signed receipts for the key(s). A big thank you to Stephen Hills, who put a great deal of his time into organizing this.

Murray Barnard has reviewed the Procedure for 404 Concessional Licensing and published the process and forms on The Oily rag.

Inwards Correspondence

CMC WA (Tony Ford) - Letter from DoT; Clarification of Points Raised by Council of Motoring Clubs. (confirming the requirements for logging runs).

Murray Barnard: Procedure for 404 Concessional Licensing.

Lynton Morgan; Albany section VMCC – Letter of appreciation for attendees to Gypsy Tour.

Outwards Correspondence

No significant outwards correspondence.

8. - **Finance Report - Jim Douglas**

Finance Report for November 2021: Trading Income was \$7,135 with \$6,220 from sale of motorcycles and parts from the collection purchased last year. Cost of sales was \$816 mainly from oil purchase. Therefore gross profit of \$6,319.

Income from members fees was \$5,974. Cost of operating the club was \$2,918 with the major item being the audit fee of \$1,870, resulting in a final result of \$9,376 in surplus for the month.

Pleased to report that the money spent on the BSA Motorcycle collection last year has all been recovered by way of sale of Motorcycles and parts.

9. - **Reports.**

9.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer

Digital Chatter was sent out last Sunday, and is posted on web site. Info has been updated on the club website re DoT 404 changes. Basically, DoT is not going to change the existing regulations, and C4C is also available to members (with a requirement for log book to be maintained). contact Murray if you have questions.

Important: more bike entries required for Old Iron 2022.

9.2 Library report Ken Vincent, Librarian

Ticking along; Bruce Edgar is assisting in the library. Jerry Deveraux has an outstanding book.

9.3 Spares report: Keith Weller, Spares

All going well. Monday 6th December is the last open day for the year. The store will re-open on 17th January.

9.4 Registrar's Report: Lat Fuller

Since the last report in October the following activity has taken place

New 404 Registration

Lloyd Elliott BSA B31, Colin Hankinson Moto Guzzi V65, Julian Pringle BMW R60-2

Transfer from full license to 404

Mark Roberts BSA A65, Tony Southall Triumph ND Deluxe, Ian Whitfield BMW R100RT

Transfer to C4C

Ian Courthope; Kawasaki Z1000, Shane Spinford; Honda CB550K

Change of Ownership

Andrew Foot to Jeff Sanders; Moto Guzzi LM, Jim Clark to Jeff Sanders; Matchless 500, Jim Clark to Jeff Sanders; Matchless 1000 combination 1937 model, Ian Lambert to Casey Gilbert; Ducati 400F, David Arbouin to Rob Veitch; Honda 750K2

Other Matters

Trying to get members to confirm that they have transferred their bikes onto 404 or C4C remains a problem to me, resulting in my having to sit down and send a number of emails as a follow up. This causes the register to be out of date, and it would be very embarrassing for us to be caught out on an audit.

For this reason, I have decided that I am not going to issue the Historic/Restricted stickers to new registrations until I have received confirmation.

9.5 Dating Officer's Report: Maurice Glasson

No report.

9.6 Dating Officer Post 70: Jeff Sanders

Post 70's dating has been a bit quiet this month with just 3 bikes being dated. What is interesting is the new C4C seems a lot more popular than I expected. Talking to those that took up C4C they like the private use part of the concession.

1610 Spinford, Shane Charles #1457 1974 Honda CB550E~C4C

1609 Courthope, Ian Douglas #1709 1978 Kawasaki Z100 Mk11 ~ C4C

1608 Whitfield, Ian #598 1983 BMW R100RT

9.7 CMC Member Representative: Les Vogiatzakis

The CMC feels positive about the 404 remaining unchanged, and is focused on 404 registrations.

10 Events Coordinator: Stephen Hills

10.1 Events Past

Thanks to members who have attended events during the year. Reminder that the Boxing Day Breakfast (organized by Ken Vincent) will be held at Mundaring Weir; check Chatter for details.

10.2 Events Future

January 16th; Chairman's Meet & Greet at the Kent St Weir. Come by bike or car.

11 Regalia Report: Andrew Hobday

Not much to report; sales are steady. More stock of polo shirts will be ordered.

12. – General Business.

From the last committee meeting minutes, Ken Vincent asked if the committee were planning to sell the Maddington unit, and move to a better location? Jim Douglas responded no; it was just a discussion point.

Member from the floor mentioned there was a new local business opened, who could de-rust fuel tanks.

Adrian White thanked the members who contributed items to the Christmas Cheer Bin. Big thanks to Art Walden, who provided seven push bikes.

John O'Brien was concerned that during the Dam Early Run some riders exceeded the speed limits. He felt more riders should wear Hi-Vis jackets. His view is that we need to be aware of the image we portray of the club when riding on the road.

John O'Brien complimented Murray Barnard for his hard work and commitment in producing the fantastic "Chatter" throughout the year. Applauded by the room.

13 Bits & Pieces

Ken Matson – requires a clutch sleeve for an early 40's M20.

Brian Rodwell – has a front hub and TLS brake available for a Honda CB350.

Meeting closed at 9.10 pm.

VMCCWA AGE PROFILE:

You may be interested in viewing these statistics. Out of 615 financial members on the database as at 15 Dec 21:

Age

a. average age of club members = 65.72

b. # over 100 = 2

c. # in their 90s = 7

d. # in their 80s = 74

e. # in their 70s = 142

f. # in their 60s = 200

g. # in their 50s = 139

h. # in their 40s = 33

i. # in their 30s = 10

j. # in their 20s = 8

k. # birthdate not shown = 3

Class of membership

a. ASMs = 42

b. Life members = 20

c. Ordinary members = 441

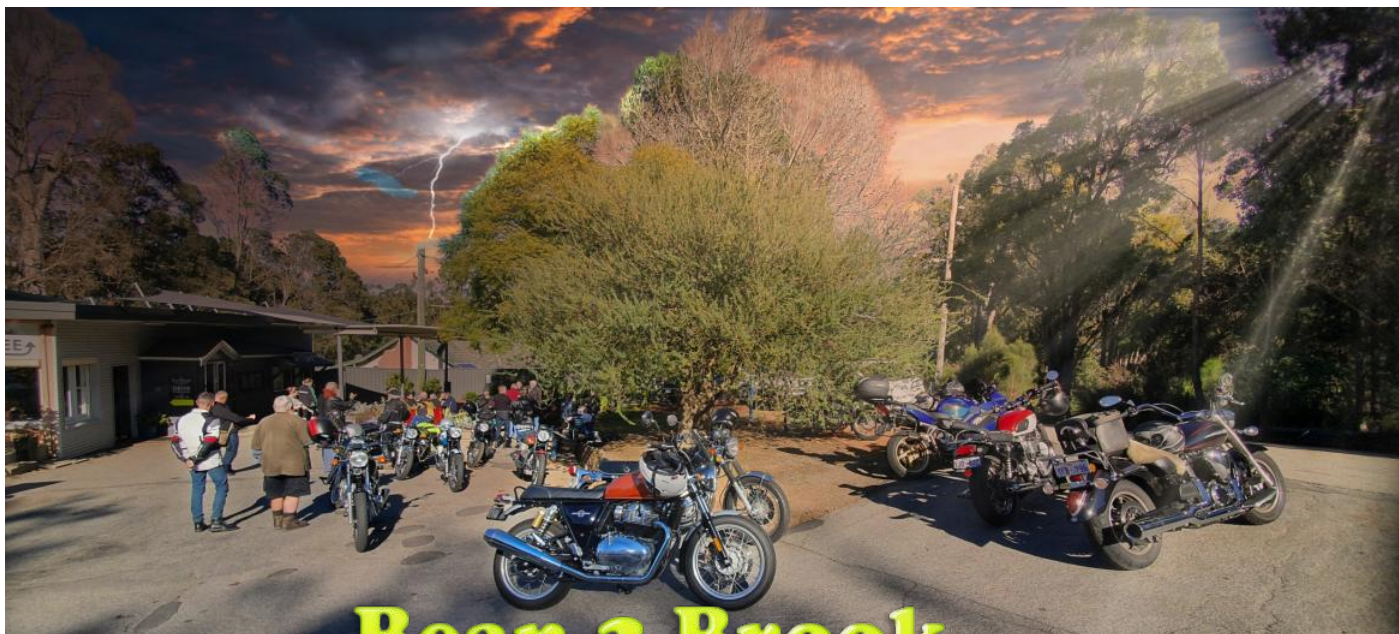
d. Country members = 111

e. Honorary member = 1

If it doesn't add up, that is because I didn't check it!

This Chatter Issue almost didn't happen because as I was finishing off the issue ready for publication, the master file corrupted and I lost nearly everything that had been prepared over the last 2 months. The backups saved some things but not much. So I have had to work like a navvy to get this one together again. If anything is missed it is because it is lost in the ether. To compensate for the stress, I am including a photo of my 1st grandchild Max, at 2 weeks old. We are already priming him for motorcycles as his jumpsuit shows, if you look closely! Murray





Bean 2 Brook



Bean 2 Brook is open again and as popular as ever, good turnout, except when it is 42C in the shade!

ORABandon 2021

Goldfields - Western Australia

Pics: Richard Argus



December 2021 saw Kalgoorlie invaded by a horde of day-glo vests and a motley collection of motor-cycles from the far-flung reaches of Perth (600kms to the West). No, it wasn't Barnum's circus, it was the 3rd Orabandon Goldfields run organised and presented by Richard Argus and Mario Cudini and ably supported by Melissa Argus and Cathy Cudini. Renowned for being a ride in a blast furnace, thankfully this year's event was a bit cooler.

Organised to a tee, backed by a full itinerary, the lweekend offered dinners for the socially ept, long rides through the goldfields to Coolgardie via Kambalda, a run to Ora Banda (where Richard feels grounded, having grown up there), a burger at the Broad Arrow pub, the Kal Toy Run and dinner and frivolity at the Boulder Bowling Club! The happy crowd was farewellled by a fine breakfast at Mario & Cathy's with attention turned to thoughts of the 2022 Orabandon Run which is planned for September and timed to coincide with the Red Dust Revival at Lake Perkolilli.

Rough itinerary for 2023 : Thurs 22 Sep 22 Travel to Kal. Friday 23rd; ride to Coolgardie, Kambalda and back, Sat 24th 160 km ride to Orabanda (pub might have re-opened by then). Sun 25th a day at Perkolilli; we will hire a 25 seater bus. Mon 26th check out; head home.







Top: Toy Run at Boulder Station. Lower: Boulder Bowling Club Dinner

MEET & GREET



The 2023 Meet & Greet was held at the Canning Cafe at Kent St Weir on the Canning River at Wilson. A good crowd of die-hards and enthusiastic Boomers rolled up for the event to discuss, motorcycles, Federal politics, motorcycles, covid, motorcycles, State politics, motorcycles, club politics, motorcycles, coffee, motorcycles, food, motorcycles and Bob. All in all, a good day out, even if I got stranded in the heat on the way home by a split fuel hose! Muzz





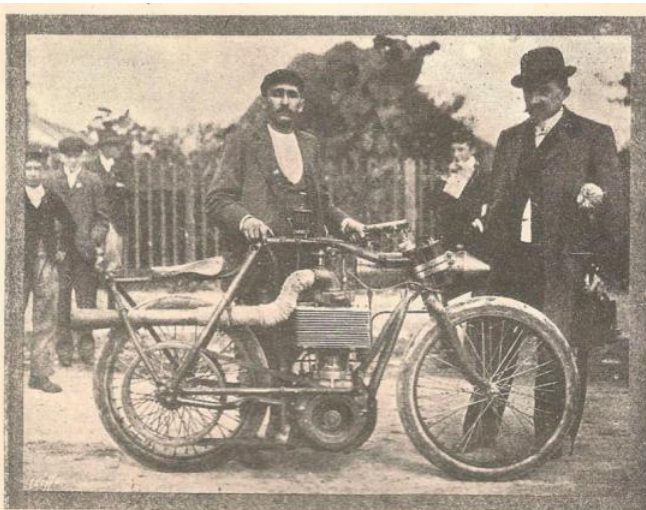
MOTOR CYCLE MONSTROSITIES. The Motor Cycle - March 31st, 1903, By H. O. Duncan.

PICTURE to yourself a motor cycle fitted with four huge cylinders, long raking handle-bars, exaggerated petrol tanks, hideous silencers, etc., such as made its appearance to compete in the hill-climbing competition at Gaillon last season, not to speak of half a dozen other weird monsters of the same type and similar eccentricities, which also turned up on the same occasion. No one who has even an elementary knowledge of what a motor cycle should be imagines for an instant that the construction of machines of the above kind will help on the evolution of motor cycles for practical use; but, supposing a machine of this description had managed to rush up the St. Barbe Hill in the quickest time on record, what flaming advertisements would appear in the Parisian dailies, puffing up the speedy nature of the brute, and very possibly referring to the supreme and excellent qualities of the construction, with a view to quietly foisting on the market an entirely different article.

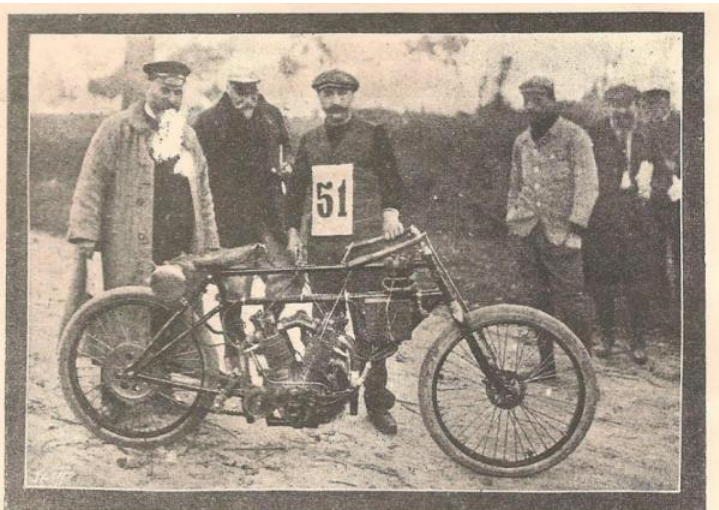
The 1903 catalogue will include the list of competitions won on the "Bluff" machine, amongst which will appear, "First Prize—Gaillon Hillclimbing Contest, in record time, beating 40 h.p. motor cars." The 1903 private purchaser will be in total ignorance of the monstrosity that in reality "did the trick," but the manufacturer has obtained his point in the way of utilising a freak machine, which no sensible man would ever purchase, to advertise his wares! In all probability the standard $1\frac{3}{4}$ h.p. motor bicycle placed upon the market would not get halfway up the hill without the assistance of laborious pedalling, and in all probability would stick halfway. The owner would have to dismount and push, or, possibly, call in the assistance of the small boys, who for a few pence "represent extra horse-power for weak motists" on Sundays and fete days.

Taking another view of the situation, what mechanical or commercial value can be placed upon these monstrosities, used as they are upon a straight mile or kilometre, or, what is an even worse test of their efficiency, upon the cemented racing paths. They certainly do harm to the sport, and even more to the pastime, from the mere fact that the spectators, seeing a motor bicycle, perchance for the first time, get quite a wrong impression as to what the ideal machine should in reality be for daily use and for touring purposes. The nonspectators or likely purchasers are apt to be led astray by the "fictitious advertisements" which are often the outcome of these competitions. Such machines may produce a "new sport," but no one can say such monstrosities used in competition do good to the industry in finding out "weak points" in the motor or in the machine, in order that the manufacturers may rectify the defects before the standard model is manufactured.

We all admit the beneficial results of the experience gained from the big long-distance races—Paris-Bordeaux, Paris-Marseilles, Paris-Berlin, or Paris-Vienna. These celebrated contests made the motor car what it is to-day—a practical touring vehicle—as all kinds of defects, such as bad material, wrong designs, and inventive fads, were brought to light or remained en panne by the roadside, for the ingenious to ponder over their errors or to mature ideas and inventions for alterations and improvements. These are well-known facts, which must appeal to all practical minds, and the importance of them is realised throughout the industry. It appears to me that the practical and businesslike way in which most motor car races, contests, or competitions are usually carried out should not be made an excuse for the absurdities of motorcycle monstrosities. The cycle industry has been in existence for a great number of years, and from time to time important improvements have been introduced, until to-day a pedal bicycle or tricycle is an instrument thoroughly well known and appreciated in every little detail. The bicycle of to-day has undergone many modifications, and is the outcome of many years experience gained not only in the drawing-office and workshop, but from races and competitions on the path, road, and hill-climbing contests. Numberless fads, inventions, and also monstrosities have seen their day and disappeared, but the accepted design of bicycle has always proved its superiority upon the racing path and road. My point is, we all know what a bicycle is, and we also know that the horse-power of motors must attain a standard marketable limit, which is generally supposed to vary between $1\frac{1}{2}$ h.p. to 3 h.p.; consequently it is quite unreasonable to find firms turning out racing monstrosities of the description named in this article, which do a considerable amount of harm to the sport, pastime, and industry.

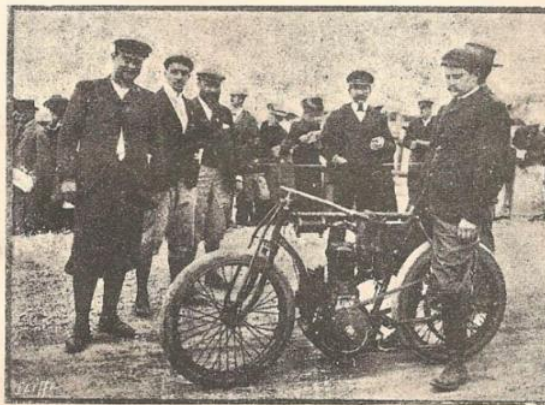


The Gamet; the motor develops 16 h.p., and the total weight is 2 cwt. 3 qrs.



The four cylinder Clement; weight 2 cwt. 0 qr. 13 lbs.

As previously mentioned, the public are led astray by fictitious advertisements, by false announcements in catalogues, and the motor freaks in question create a wrong impression generally upon spectators at race meetings or competitions, exactly like the tricycle within these last few years, which has been almost "killed" in France by over powered motors. About eighteen months ago, it will be remembered a certain inventor appeared at Gaillon for the climbing contest with a vehicle fitted with an enormous motor, and did fast times up the hill, beating legitimate racing cars and other competitors. The "inventor" responsible for this awful fad was led astray by the publicity given at the time to such an extent, in fact, that he called upon me at my office. To my great surprise, the object of his visit was to ask me in all seriousness if I considered it worth my while to sell the patents (?) to an English syndicate. Never was I so astounded, as it did not say much for the inventor's idea of British commonsense. A racing man recently appeared at Dourdan upon a 32 h.p. monster tricycle to attempt to beat the world's records, as an advertisement for a certain make of motor; but for all practical purposes, what would such records prove? If photographs could be secured of all of these machines—we only give a few—and reproduced, it would give the public a good idea of how some firms obtain these so-called "records" with the aid of these "unsightly brutes." In other words, it would prove that widely-advertised records have been secured by machines upon which no sensible man would care to risk his neck, and the Paris-Vienna race showed monstrosities were not necessary. It would be a good thing if the automobile clubs would resolutely refuse to time officially all monstrosities, and to discourage the use of such machines, and, in fact, disqualify them from taking part in any official competition. Their presence upon any occasion is absurd and ridiculous, and, personally, I should blush to have to manipulate them.



The Demester monster.



The Korn tricycle.



A racing Lamaudiere.

Below: Here we have a machine to test the experts of veteran machines, what is it and who made it and when? I have no idea!



Motorcycle Timeline

From Big Bang to suck-squeeze-bang-blow and beyond

My interent colleague, virtual friend, Dave Richmond, who lives on the Isle of Wight has kindly shared his timeline of motorcycles with us. This is part 1, from the Big Bang to 40 CBE (before the Christian Era). We will catch up to the present era in the next issue.

13,800,000,000 years ago (approx. 13.8 Billion): The **BIG BANG!** After which nothing of interest to motor cyclists happened for the first 10 -36 seconds, at which point gravity separated from the other three fundamental forces (electromagnetism, weak nuclear and strong nuclear). Gravity is a Good Thing because it allows motor cycles to accelerate instead of floating about aimlessly. It also means it hurts when you fall off or drop a crankshaft on your foot, assuming you haven't evolved enough to wear steelies.

3,800,000,000ya: THE FIRST life appeared. Some forms of life would become the raw material for a range of fuels; other forms of life would invent, make and ride motorcycles. So life, clearly, is a Good Thing.

570,000,000ya: THE FIRST animals evolved but showed no inclination to build even the most primitive motorcycles. So, passing swiftly on.....

220,000,000ya: MAMMALS APPEARED and this was clearly A Good Thing because mammals design, and indeed ride, motor cycles.

160,000,000ya: PLANTS AND animals that lived in the ocean died and sank to the bottom to be covered in mud, sand, and other mineral deposits. Their sacrifice gave us the hydrocarbons from which we get lubes and fuel, so let's be grateful.

3,600,000ya: HAIRY ANTHROPOIDS climbed down from the trees, made tools and left the forest to migrate across the open savannas in search of a Harley dealer.



From the left: Australopithecus dates back 3.6 million years; what more proof is needed that we evolved from protomotorcyclists? Homo Heidelbergensis dates back about 600,000 years and is riding Harleys. Neanderthal geezers were thriving until 40,000 years ago. The DNA record indicates they interbred with Homo Sapiens, and after a few beers, why not?

200,000ya: HOMO SAPIENS arrived on the scene with brains big enough to start the long climb from banging rocks together to building Beezas, Panthers and a range of lesser motorcycles, including Triumphs.

10,000BCE: OUR ANCESTORS took their time, but fermented beverages were being drunk by this time, as were the people who drank them. It's been suggested that beer might have preceded bread as a staple, which shows they had their priorities right. By the way, pigs were first domesticated about 9,000BCE but the first bread wasn't made until about 2,000BCE which is a bloody long wait for a bacon sandwich. And still no sign of brown sauce.

9,000BCE: FIRST USE of wrought, naturally occurring copper. Then someone noticed that when copper is hammered it gets harder.

5,000BCE: CLEVER CHAPS started building roads. They used stone to pave streets in Ur (in what is now Iraq); in a swamp in Glastonbury (in what is now Glastonbury) they used lumps of wood.

4,000BCE: COPPER WAS extracted from Malachite and Azurite. This was the birth of metallurgy which would be jolly useful when the time came to build motor cycles. ALUMINIUM COMPOUNDS were used in Persia (Iran to you, sonny) to make stronger clay pots. In Egypt and Babylon they were used in fabric dyes and cosmetics. No-one sussed that these compounds could be refined into aluminium, but they had no bikes so it didn't matter.

3,500BCE: THE WHEEL first rolled in Mesopotamia, a historical region of Western Asia between the rivers Tigris and Euphrates, starting a transport obsession that shows no sign of abating. Archaeologists reckon that wheels were used to turn pots for about 300 years before anyone got round to using them for chariots. The earliest known depiction of a wheeled vehicle (a four-axle wagon) on a clay pot excavated in southern Poland. Two-wheelers, as we know, came much later, proving that motor cycles are more evolved than cars.

By 3,500BCE those clever Sumerians were building three-part disc wheels with leather tyres. WRITING WAS writ in Sumer, paving the way for motorcycle handbooks, roadsigns and cafe menus. GLASS WAS produced in Egypt and Mesopotamia, leading to bulbs and bike shop windows. Also, after 6,500 years, beer drinkers could have proper pint pots to replace their clapped out stone bowls.

3,000BCE: IRON TOOLS were used in Egypt; in Syria and Turkey tin and copper were used to make bronze, as used on Rudge Ulster heads. THE DISTILLATION techniques developed in China were just the ticket for extracting fuel, lubes and, praise be, Bushmill's Black Label.

2,800BCE: BUTTONS WERE in use in India, keeping the draughts out of riding gear until zips came along.

2,500BCE: PAVED ROADS were built, in the Indus Valley, which would certainly have been A Good Thing had there been such a thing as the Indus Valley MCC. But, as far as is known, there wasn't.

2,300BCE: BABYLONIANS MADE maps on clay tablets which was all very well, but would they fit into your tank bag, that's the question.

2,000BCE: EARLIEST KNOWN use of steel, at a site in Anatolia. Nowadays this is Turkish territory but way back when it was home to Hittites, Lydians and Phrygians, none of whom showed the slightest interest in motor cycling. This might well be why they're no longer about.

1,100BCE: IRON WAS being made in India, so they've had plenty of time to stockpile supplies. Some sensible chaps in Madras later put it to good use in Royal Enfields. SPOKED WHEELS were being used on chariots on the steppes to the east of the Ural River.

760BCE: HOMER'S ILLIAD includes a tale that Vulcan, blacksmith by appointment to the gods, knocked together 20 chariots in a single day "which, wondrous to tell, instinct with spirit rolled from place to place, around the blest abodes – self-moved, obedient to the beck of gods". Company vehicles for deities, there's a perk. Vulcan made 20 trikes in a day? Including all the paperwork involved in single vehicle type approval? Clearly a myth.

600BCE: HYDRAULLIC POWER was in use in China, but not for motorcycle disc brakes.

400BCE: CAST IRON was in use in China, but not for motorcycle cylinder heads.

300BCE: 'WOOTZ' STEEL (also known as Seric steel) was invented in India.

260BCE: LEVERS WERE described by Archimedes, though they were in use long before. They're put to a variety of uses in motor cycles; not least the levers that help us lock up our brakes when sufficiently alarmed.

200BCE: THE ODOMETER was invented to measure mileage, (probably) by Archimedes, leading to the speedometer, which led in turn to speeding tickets.

100BCE: THE WHEELBARROW was developed by the Chinese as a secret weapon and is still the transport of last resort to get that broken down bike home.

60BCE: HERO OF Alexandria described the aeolipile, a rotating ball spun by steam jets. It produced little power and had no practical application, but was the first device known to be moved by steam pressure. I once had a boss like that.

40BCE: ROLLER BEARINGS were in use by the Roman navy and it's a pity BSA didn't make more use of them for the mains of A10s although you can now get a conversion kit, which is either evolution in action, too little too late, or both.

To be continued

History 101

HAROLD PARSONS - by Phillip Smith

On the 7th March 1917 Mr H. Parsons left Sydney at 2.00 a.m. to break the record on a Harley Davidson. He travelled the route earlier in the year to familiarize himself with the roads but, at high speed near Picton, hit a huge pothole filled with dust and fell heavily. Astonishingly, during the actual record attempt a few weeks later, he again hit the exact same pothole, fell heavily and sustained a leg injury which worsened during the ride. Only when his chain broke near Avenel did he retire to obtain medical treatment. Meanwhile, a Mr. F.L. Yott and a mechanic from Turner Brothers H.D. dealership, both mounted on a Harley Davidson outfit, had started from Melbourne to meet Parsons, but got lost. While motoring in the middle of the night across a sheep paddock, miles from Parsons proposed route, the HD woke a local farmer who, thinking that the motor noise was a Zeppelin raid, took a pot shot at them before the situation could be explained. In November 1917 the indefatigable Mr. H. Parsons announced his next attempt on Bolger's record would take place in November 1917. He rode a Harley Davidson to Sydney to start the attempt. The result of his trip to Sydney was, if possible, more bizarre than his last record attempt.

Reaching Tularook he was stopped by torrential rain and.....***"we spent a pleasant evening with a lady friend, and were sorry when our time came to leave"***.

The ride coincided with the worst flooding in years and the road to Avenel was three feet under water and from Wangaratta to Albury, 12 feet. He and his companion rider carried the bike across at least fifteen washed out bridges before following the railway line – which was itself washed out. After carrying the bike over cattle pits and washouts they overnighted at a pub, the landlord lit a fire to dry their clothes and burnt one of Parsons' boots. Outside Albury***"the fun began"***.....as Parsons puts it. While surveying the lake of water before them, a man in a rowing boat offered them a boat ride to town telling our hero that he could not possibly ride because the road was six feet under water. Parsons refused and announced his intention to ride to the town muttering that he.....***had enough of being told it cannot be done"***. Followed by the man in the rowing boat Parsons rode into six feet of water, stopped, gently floated away and was finally rescued by the large crowd that gathered to watch the fun. The sodden Parsons, his companion and the Harley Davidson were all put in the same boat and rowed to Albury where they dismantled and dried out the engine and electrics. By this time his companion had had enough and left him. Parsons battled on alone against flooded and washed out roads and bridges to Gundagai where he sunk into three feet of silt and again had to be rescued by locals. From there to Cambden he had a ...***"fair run"***...., describing the Razorback road as better than anything so far! From Campbelltown to Sydney the road was appalling. Only a few miles shy of the Sydney GPO he rode into a huge pothole and had to wait hours for a horse to pull his machine out.

His lengthy description of the ride ends with a single rather wistful line: ***"Arrived in Sydney at 3.00 o'clock."*** And this was just the ride to Sydney to position the bike and rider before the attempt was to take place!

Editor. Harold had better luck in 1918 he broke the Sydney to Melbourne record with a time of 20 hours 58 minutes. Sadly in 1921, J.H. Rhodes brought back from America two works Indian engines. On May 21, Parsons and the Rhodes squad of mechanic Bill Jenkins, J. Rhodes and Baden Wilding, took a motorcycle fitted with one of these motors to a stretch of road at Epping, north of Melbourne, to conduct tests. Parsons had made several runs and decided on one more, when a horse strayed onto the road. The brakeless Indian struck the animal and Parsons, who was not wearing a helmet, was thrown onto the road, where he received serious head injuries. Rhodes rushed him to Royal Melbourne Hospital but he failed to regain consciousness.



Left: Harold Parsons with members of Rhodes Motors, the Indian distributors, prior to the fateful record attempt.

MARKETPLACE

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to ildottore@iinet.net.au*

FOR SALE

1936 BSA 500cc Empire Star \$12,000 older restoration

1942 Harley Davidson 750SV \$17,600 in civilian trim neat & clean bike

1972 Harley Davidson Sportster 1000cc \$6,500 Shovel motor, forward controls, mostly standard
Above 3 bikes for Sale: contact Robin Webb ph. 98441234 after 6pm located Lower King, Albany

1972 Honda 750/4 \$8000.00. On full licence, has been ridden regularly. Four into one exhaust. Lesmurdie W.A. 6076
Email Graeme Morrell Phone number : 0400384902

1986 Moto Guzzi Lemans 1000 V4 - \$16,500 Brigadoon WA 6069. This is a genuine unmolested Moto Guzzi Lemans 100 V4 16 inch front wheel. Australian Compliance 1/1986. Only 21884 km from new. Sold new originally Stolarski Motor Cycles West Perth Western Australia.

Currently registered Club Historic plates with original WA plates. Matching numbers. Original air cleaners and fairing and original winged front indicators, Original black chrome exhausts and blued cam covers with protection bars. Runs as a big V twin should, starts first time. No smoke or rattles. Lives in my shed. It is in used unrestored condition, unmolested, never raced nor dropped. New rubber fuel lines, and tires, replaced due to perishing and new battery. Original 1986 unleaded (95/8) engine. It has been a daily driver for previous believed two owners. Serviced by Thunderbikes West Australia. Original used condition, unmolested, unrestored. Comes with free dust and mouse chewed owners manual 98% complete. All electrics, lights, starter. Regularly started and run on centre stand.

This Rare 16 inch wheeled bike is now available simply because I am too old to ride. Colin R Burton - Phone number : 0418952816

KAWASAKI 1982 750GT: \$7,500. fully restored, modified into Café Racer Style-Excellent Condition – Up-market one of a kind – shaft drive – Full Licence 17 April 2022. John O'Brien 0417337874



BMW R90S: \$15,000, original, 21k in smoke grey with the original Dellorto carbs, and BMW pannier boxes. It's a Club bike. Price or nearest offer. John Vogiatzakis 0474 325 938.

Sidecar Chassis with leaf springs - offers - Mary Green - 0407479143

AJS 1927-28 Frame: \$6000 Complete with tank, seat, forks, handlebars (incl end levers), kick start, gearbox, hubs (no brake plates or drive sprocket), front guard, foot brake pedal & rod with rear actuating arm & spare gearbox with clutch & bits. Mark Thomas 0437206285

AJS 500cc Big Port Engine 1926: Offers invited. Mark Thomas 043720628

Honda CB175: \$7000 Restored by club member, little CB175 with CB200 tank, original included, everything working well. On full Registration but was previously on club rego, negotiable. Email Fabian Wesolowski Phone number : 0426440748

WANTED ITEMS

Lucas 20008A/B Generator (1939 M22 BSA) or Field Coil from similar models; E3H E3HM E3AR E3N E3N E3MD E3D E3B E3E E3BS E3HB - Ben Romeril 0400136922 benromeril@gmail.com

Veteran oil pump sight glass for a 1914 oil pump 40mm high x 24mm outside diameter. Todd Walmsley 0409106240

Spare parts for:- "PUCH" – Allstate (Austrian) MOTORCYCLE (Not Moped) TERRY GERMAIN 0419 554 735

1932-34 BSA Blue Star: Brake Pedal or one to copy Mark 0437206285

GSXR1100 parts: chasing the belly pan for an 86-87 gsxr1100 any colour any condition, I'm also interested in any 80 model Suzuki projects katana, Gsxr, rg, rgv. Thanks Luke : 432828065

Yamaha SR250 (1980) instrument cluster/speedo Hugh Gribben 0400275418

1935 Ariel VH 500cc single Head - Seeking a Twin exhaust port head. Described as a OHV two-port VH2 head and the single exhaust port head was the VH1. Required for a recent VH 500cc single restoration. Single exhaust outlet (VH1) considered to finish project. Barry Jenkins : 0413222991

Yamaha DT2 1972 175/250 - Wish to purchase or borrow (to copy) Front wheel -rear fender strut (21" tyre) and a toolbox – May also be interested in other parts or whole bike. A Duncan 0428996334

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497 999 011

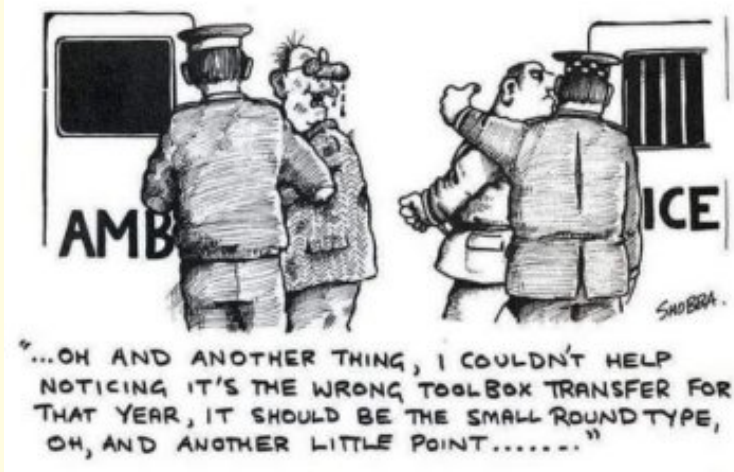
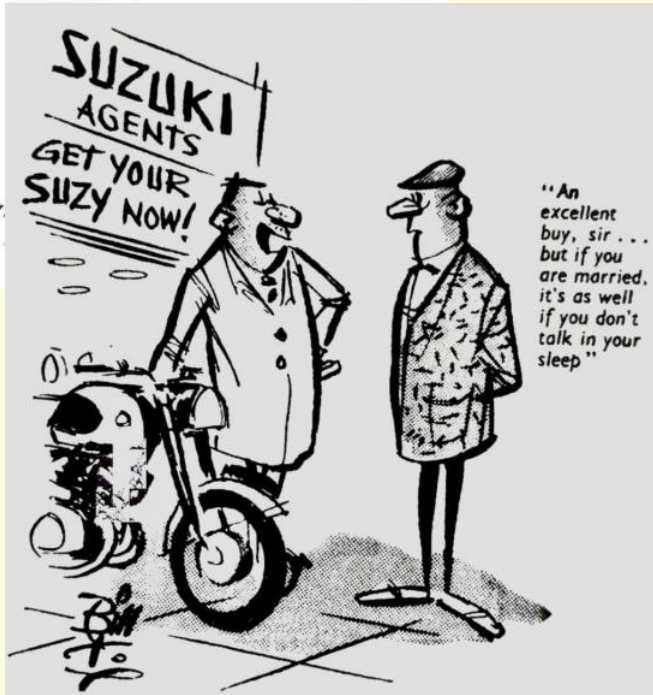


Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				





I've just had a text from my mate it said: Les, you are not gonna believe this but I've won a competition on Radio National,,...it's a week's holiday to Thailand with \$5000 spending money and I can take 5 mates with me. I know it's short notice; but if you are free between the 10th to the 18th of December, can you put my bin out?

I signed up for an exercise class and was told to wear loose fitting clothing. If I HAD any loose fitting clothing, I wouldn't have signed up to begin with.

Below: do you get the feeling she might have preferred a car?

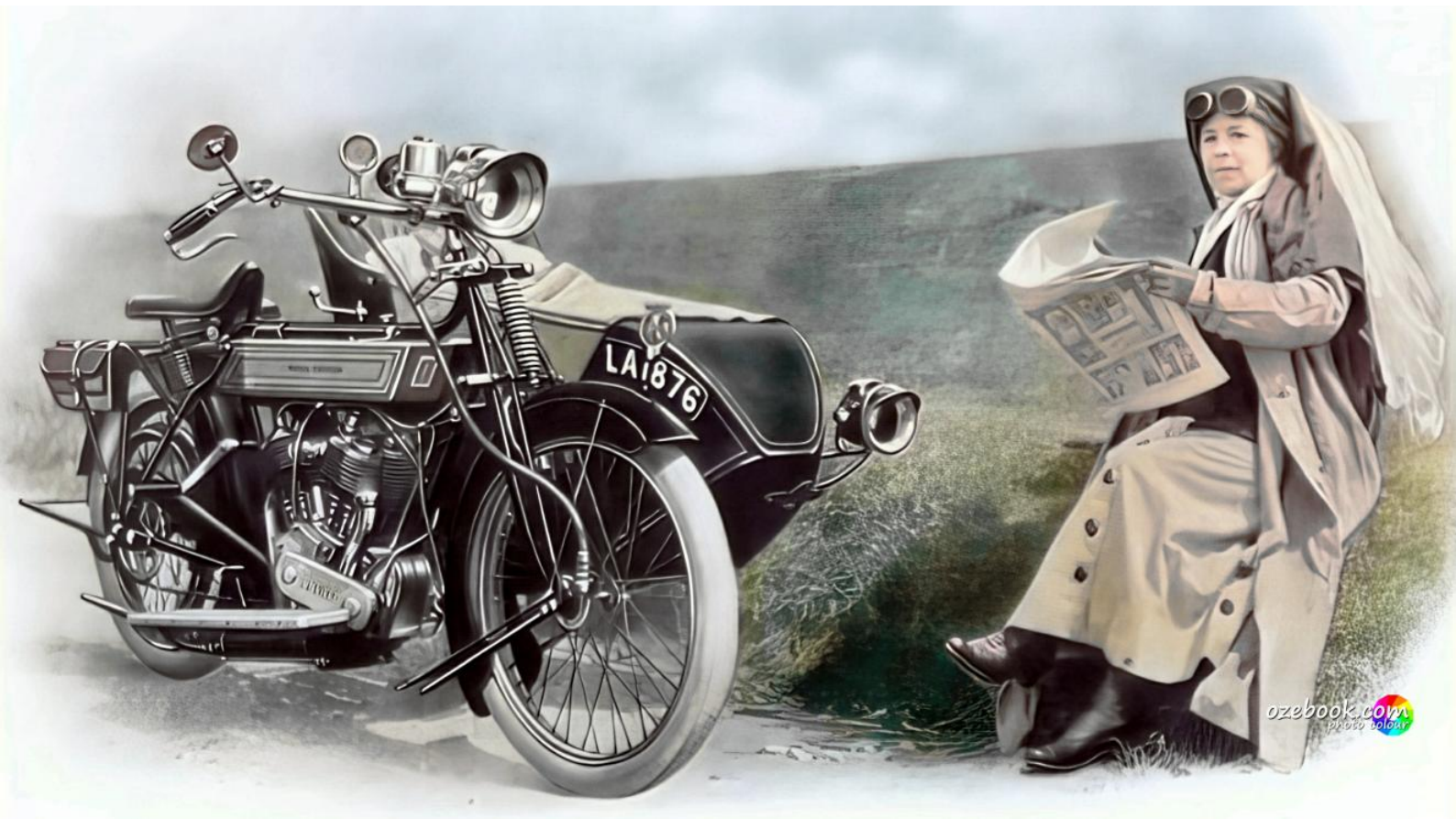




Andrew Hobday at Ora Banda



VINTAGE CHATTER



Mammoth Parts Sale



Roley TT
Old Forkers

Club Contacts

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Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Machine appraisal: contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,

Greg Eastwood - Coolbinia - 0438041072,

Jim Douglas - Kallaroo - 94016763,

Maurice Glasson - Mandurah - 0410000617,

Les Vogiatzakis - Dianella - 0488915103,

Murray Barnard - Roleystone - 0434215665

Hans van Leeuwen - Mount Nasura - 0419921693

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Andrew Duncan - Albany - 0428996334

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Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

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Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove - Caretaker: Ph. 94532728 Mob. 0457020635

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa

LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order): Murray Barnard , Ron Chave, Norman Chester, Jim Clark, Frank Cocks, Jack Cunningham, Rex Edmondson, Bert Holmes, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Ron Morrison, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent & Dave Weeks. Deceased: Jack Berkshire, Ron Cherrington, Bill Cowlin, Ray Oakes, John Rock, Ernest Serls, Peter Stocker & Eric Langton.

Cover Picture: Mrs Whayman - 1917 Royal Enfield 6HP

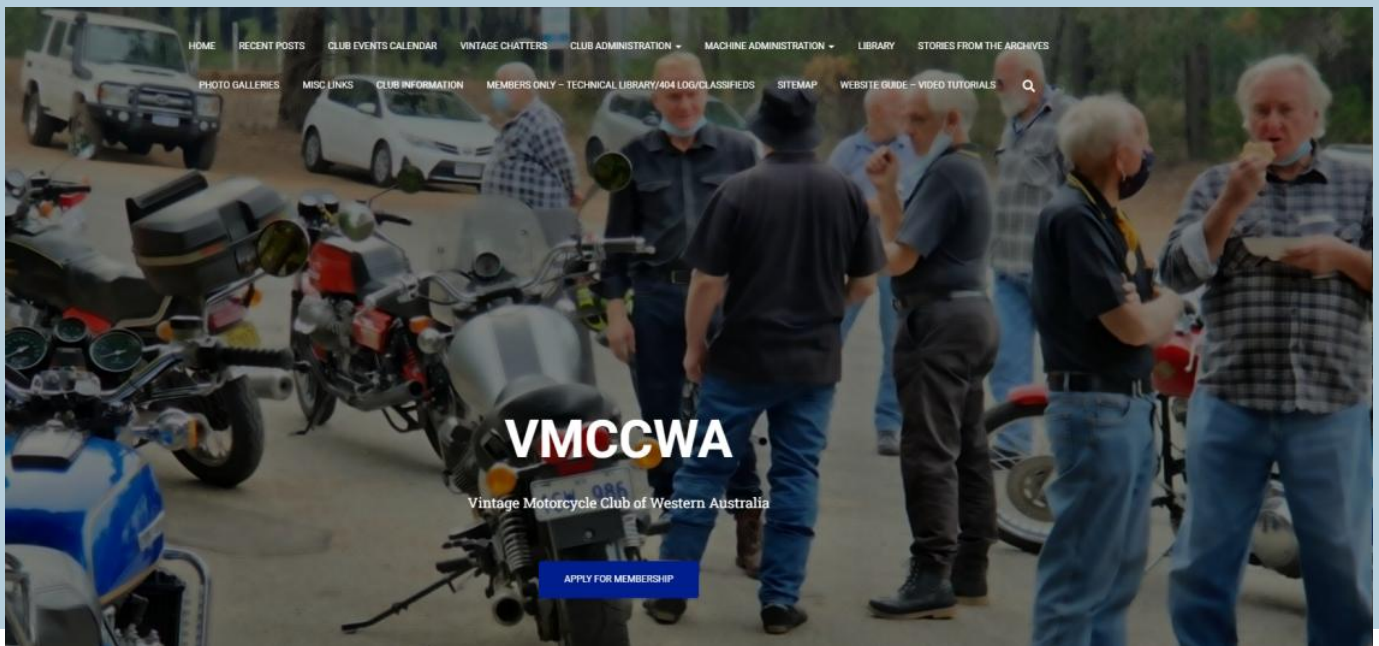
Editorial - Murray Barnard

Next Chatter: The next Chatter will be the July 22 issue. Any contributions required by 28 May 22 at the latest, thanks.

Parts Store: Keith Weller, after many years active service in the parts store, is retiring from the role at the end of 2022. Volunteers are sought to staff the parts store in the New Year. This an interesting, socially active and essential role in the Club and interested persons are asked to contact the Secretary by phone or email as soon as possible to express interest. Chas Bayley is staying on in 2023 and can assist with handover.

COVID Restrictions: Current Club Covid restrictions will remain in place for now i.e. masks & login at the Club Unit, Parts Store and Library. Vaccination status essential indoors. Meetings will continue at the Wattle Grove Clubrooms and masks and social distancing will be maintained. The Club Management Committee will review these requirements monthly. For any changes in respect of the restrictions, visit the Club website for the latest information. As the State lifts restrictions the Club will respond in kind; but, will always have regard to the high risk status of most of our members.

Club website: The Club website has had a complete overhaul to take advantage of a simpler design and the opportunity to link to documents and archives in cloud storage. There is a new 404 Impromptu Log online on the site. The new logging application can also be used to register for events online. With the increased storage capacity there are digital versions of the Vintage Chatter on the website going back to 2006. These can be read online or downloaded. There are photo galleries from events going back as far as 1980 online. These can viewed online or run as a slideshow. The technical library has over 2,500 books, manuals and catalogues for hundreds of different brands and models online. These can be read online or downloaded by financial members. There is heaps more on the website including instructions on concessionally licensing machines and the forms you will need. Why not explore the site now. There are video guides to the site as well, you just have to put up with me droning away! You don't need a password to visit the site, only to log a ride, post an ad or visit the Tech Library. Cheers Murray



Management Committee

Recent items of interest from Management Committee Meetings:

Stock of Life member badges to be purchased.

Honour boards updated and to be mounted in the clubrooms.

Preservation of Post70 material to be addressed by Stephen Hills - specifically magazines & manuals.

Albany Chalet - longer term management concerns.

Building Fund to be considered along with possible increase in membership fees. Sub-committee established which will consult with members.

Old Iron - insurance fees have been refunded and hire fees for the Exhibition Centre rolled over to 2023.

VCCWA to erect new sign at gate to Wattle Grove Clubrooms - VMCCWA information will be added to the sign

Active Senior Members (i.e. over 80yo & a financial member for 15 years) will have their membership auto-renewed at no cost, at the end of each year; but will still need to pay for the Vintage Chatter if receiving the print/postal copy.

IMPROMPTU RUN UPDATE FROM DEPARTMENT OF TRANSPORT

DoT advice on 404 impromptu runs, 1 day only...

The CMC has recently received queries from some member Club Registrars on the ability of Code 404 vehicle owners to log Impromptu Runs on consecutive days, as a means to drive or ride to an overnight destination and return the following day.

Section 8 of the Concessional License Code 404 Information Booklet describes the conditions of restricted use for a vehicle licenced under the Veteran/Vintage/Post Vintage/Invitation Class

Concessional Licensing Scheme, including an 'impromptu event' involving one or more vehicles over a one day period that is not a recorded club event but which must be recorded in the club's run log. A clarification issued by the Department of Transport on the recording requirements for such 'Impromptu Runs' was forwarded to member Clubs on 29th November 2021. This reiterated that Impromptu Runs are a one day event, meaning that the run must commence and end on the same day.

The Department of Transport considers that logging Impromptu Runs on consecutive days for the purpose of engaging in a motoring activity that is in effect a multi-day event is inconsistent with the intent of the Code 404 scheme and is not an acceptable practice. The CMC has been advised that the Department's auditing processes will include reviewing club run logs to identify any such unacceptable vehicle use..



Jim Lawson is seeking helphe is building a motorcycling history display that exhibits the Club Jumpers of all the Western Australian Clubs from back in the day i.e. AJS, BSA, Lightweight, Coastal, Goldfields, Harley , Albany, Indian, Northam, Ariel, Bunbury etc etc. If anyone can help by donating items it would be much appreciated. Phone Jim on 0499 613 007

NOTE: First time examination of a machine for 404 or C4C

When seeking a 1st time examination for a machine going to 404 or C4C make sure you inform the examiner because the forms required are different to those required for a machine going to full license. Stephen Hills discovered this recently when seeking to license a restored bike.

I have started a new Facebook page which is now active capturing and seeking photos of motorcycling in WA. The aim is to promote motorcycling in WA. Photos with a WA connection are sought. It is a great way to preserve our motorcycling heritage and to remember some of the motorcyclists of the past, the well known and the relatively unknown. Anything you have to share is welcome. The Facebook page is at: facebook.com/groups/oldwamcyclephotos
Murray



Motorcycle Heritage Western Australia

Public group · 422 members

Section Contact Details

PRE-31 SECTION: Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468. Meet 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

POST 70 SECTION: Coordinator: Steve Hills - 0413678604. Meet 3rd Monday of the month, 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Lynton Morgan 0438447330, Secretary: Andrew Duncan – 0428996334, Meet 1st Thursday of the month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove.

Club Events - Stephen Hills



APPROVED CLUB EVENTS - FOR ALL CLUB MEMBERS

Please note: members using fully licensed or 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C concessionally licensed machines must log all machine use.

MONTHLY MEETING: Wattle Grove Clubrooms - 1st Weds of the month - 8pm

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. Fremantle – 9am Saturdays – Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser – Stephen Hills

CALENDAR EVENTS: **Note:** main events are normally held on the 3rd Sunday of each month.

April 23/24 2022 - South West Two Day - The Greenbushes ride will be similar to the Busselton 2 day the club ran for approx. 40 years. The ride will take the usual route, Pinjarra, Wellington Dam, Ferguson Valley, Donnybrook, Kirup & Nannup. Return route similar. Book early - Phone Exchange hotel Greenbushes 9764 3509. to book your room. Starting from Hale Road Clubrooms, 7.30 am for coffee, leave 9am, Cost \$10.00 per head. Barry O'Byrne - 0418936254

May 15 2022 - Chittering Run - Meet at Caltex S/Stn, Toodyay Rd, Stratton 9.00 am for 9.30 start. Ride through Giddegannup, Toodyay and the Chittering Valley to The Orange Grove Cafe for refreshments. Make your own way home from here or return via Gt Northern Hwy to the start point with the back up vehicle. Contact Steve Hills 0413678604.

June 19 2022 - Mammoth Parts Sale & BBQ - Club Unit Maddington - 9am (see details in this Chatter)

July 17 2022 - Peter Grocott Run

August 21 2022 - Keith's BBQ

September 22/25 2022 - Orabandon/Perkolilli (Red Dust revival) - The popular Orabandon Annual event will be held at Kalgoorlie in 2022. The itinerary at present is: Thurs 22 Sep 22 Travel to Kal. Friday 23rd; ride to Coolgardie, Kambalda and back. Sat 24th 160 km ride to Orabanda (pub might have re-opened by then). Sun 25th a day at Perkolilli; we will hire a 25 seater bus. Mon 26th check out; head home. Register interest in attending by contacting Richard Argus, the event coordinator by email secretary@vmccwa.com or Phone: 0418 934 550

October 16 2022 - WA TT

November 19/20 2022 - Gypsy Tour Albany/Denmark - book accommodation in Denmark now. Rivermouth Caravan Park will be the run start point & base. See details in this Chatter.

December 4 2022 - Dam Early Run

December 26 2022 - Boxing Day Breakfast

PRE 31 SECTION - RESTRICTED EVENT:

May 7/8 - Roaring Twenties - for pre 1931 machines only: Entry form in Chatter cover sheet and on Club website. 10am from outside Boyanup Transport Museum Turner Street. Boyanup. Secure parking is available overnight in the museum grounds open from 8am. Accommodation phone Nannup Hotel 08 9756 1080 or Nannup Caravan Park 97561211. Fee includes, participation award, Sunday BBQ and overnight parking. There will be prizes for "In the Spirit of The Event" Best Veteran, Best Vintage and Best Small bike. Plus, a prize, as usual, for all veterans entered. This is the "Roaring Twenties" so dress appropriately for the weekend and have fun. Any queries please contact: Greg Boothey 0417 891 611 or Peter Lawson 0418 933 535

Mammoth Parts Sale

19 June 2022

Unit 4/4 Malcolm Road, Maddington

Sale and BBQ from 9am

SALE PROCEDURE

The Vintage Motorcycle Club of WA (VMCCWA) is dedicated to the use and preservation of motorcycles of more than 25 years of age. The aim of the VMCCWA is to fairly support ALL members in their enjoyment of motorcycles.

The VMCCWA purchased a large collection of mainly BSA parts, including complete bikes which have been sold by tender over a period of time. The remaining parts, stored in the Maddington unit are to be sold by a closed bid tender process on 19th June 2022. **Sale is open to financial members only, bring your current membership card.** Parts will be sold in one of three ways:

1. Tendered LOT's, from 9am.

- LOT's
 - o Parts will be allocated into Lots
 - o Each LOT will be numbered
 - o A LOT may comprise of collections of parts that could make up a complete bike or various parts
 - No guarantee is made as to the completeness of the parts in the LOT to make up a complete bike
 - It is the bidders responsibility to be satisfied with the LOT
 - o LOT's will be grouped
 - o All the bids for the LOT's within a group will close at designated times, as advertised on the day.
- LOT Pricing
 - o A price will be allocated for some LOTs
 - o This price will be displayed
 - o The LOT price is considered to be a fair price for the parts within the LOT
 - o Where no LOT price exists reasonable prices may be tendered acceptance will be at the evaluators discretion.
- Tendering
 - o A member may tender for a LOT or multiple LOT's
 - o Only tenders made on the Tender Form will be accepted
 - o The Tender Form must be complete, including LOT no, name, member no., tender price and signature
 - o The tendered price can be lower than the LOT price
 - o Where there is no LOT price, any price may be tendered
 - o Completed Tender Forms must be placed in the tender box prior to the close of bids for the LOT
 - o Warning of Lot closure times will be announced
- Tender Evaluation
 - o Upon close of bids the tenders for each LOT will be evaluated
 - o There will be 3 Committee members evaluating the tenders
 - o Where there are multiple tenders at the LOT price a random selection process will be used to select the successful tender
 - o Where there is no LOT price and multiple tenders the highest reasonable tendered price will be selected
 - o The Tender Evaluation committee has no obligation to accept any tender
 - o The decision of the Tender Evaluation committee is final.
 - o Following the decision, the successful tenders will be announced
 - o If no tender is deemed acceptable the LOT will be passed on and retendered later in the day
- Part's removal
 - o LOT's must be paid for and receipted before removal
 - o Ideally paid and removed on the day of the sale, where this is not possible then arrangements can be made with the parts committee.

2. White Elephant Stall, from 9am: Various articles of interest will be for individual purchase in a 'White Elephant Stall' style.

3. Negotiated parts, from 10:30am: There will be un-numbered parts available for purchase by negotiation with the Parts committee.

GYPSY TOUR 2022

PLEASE REGISTER FOR THE GYPSY TOUR

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery for Metro riders. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2022 is based in Denmark. The event will be held on the weekend of November 19/20 2022. A feature of the Gypsy Tour on the Saturday will be a visit to a cheese and wine farm, a lunch stop at Walpole and a ride through the Frankland Valley. Dinner will be at the Denmark Tavern. On the Sunday the Albany Section kindly caters for the event with a free BBQ at the Section clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Book accommodation now. The Rivermouth Caravan Park is the base for the weekend run. Accommodation is limited. There are alternatives in the area, the Big4 or the local Hotel & B&Bs.

Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering.

Please register by emailing Murray Barnard on ildottore@iinet.net.au or by phoning Mob. 0434215665.





WELFARE REPORT

by Adrian White

Vale Merle Cherrington: Ron and Merle Cherrington, member #41, were very active and contributing Club members. A 1927 Zenith combination served them well on many York TTs in the eighties, in later years they ran a Norton and chair. We lost Ron in 2018, now Merle, aged 90, has joined him. So sad to lose another couple who were instrumental in building our Club, their memory lives on, thanks to the wonderful foundations they and their contemporaries laid. Rest In Peace, Merle and Ron, together. Our condolences to their family.

Vale Betty Gobby: Club members and brothers Derek and James Gobby, lost their beloved mother Betty, aged 97, on January 31st, 2022. Our condolences go to the family. Rest In Peace, Betty.

Those of us competing in the annual Bunbury Two Day became used to the often witty announcements made over the public address system by Clerk of the Course **Bernie Mc Cormack**. Ever helpful, he was the go-to man for the inevitable questions that arise at such a major event. Sad to report, Bernie is undergoing unpleasant treatment for mesothelioma. Adding to his difficulties, his wife was heading to Perth for heart surgery, when she slipped over at a service station and broke her arm. That operation is now on hold. I will send a card with a few scratchies, such rotten luck has to end sometime. I have Bernie's phone number, anyone wanting to talk to him, call me, I'll call him to ok passing on the number.

VALE CECIL SUMPTION 13/6/27 – 10/2/22: Cecil passed away peacefully on Thursday 10th February. As his number suggests, he was a valued, long term VMCCWA member, a friend to many. He was a fully qualified Electrical Engineer. Probably his sense of adventure saw him working in New Guinea, on a barge which dredged an ancient riverbed, now flooded, seeking gold. Next, literally the bright lights of Sydney beckoned. Neon lighting had been invented, every company instantly wanted their identity thus shown. Cec spent his days crawling over high-rise buildings, often stopping for lunch sitting many stories high, legs over the edge.

Returning to Western Australia, Coventry Motors offered him a sales position, in which he was successful enough to be promoted as their manager in Kalgoorlie. Cec was renowned as the most helpful man around; no trouble to come around and fix electrical problems, including those befalling the famous premises in Hay Street. We mean no suggestion of anything improper by that, just that big hearted Cec helped everyone.

He'd always been keen on motorcycles. His first race win came on an A.J.S. 7R, purchased from Gibson Brothers, and often ridden to work. Harry Gibson rode a modified Vincent at 141 m.p.h. on the narrow and bumpy Muchea straight. Cec bought that bike, attached a sidecar, and with Life Member Keith Perry in the chair, went racing. The pair were meant to be racing together, their success culminated in an Australian title event in Albany. Apparently, the mighty Vincent took off from the line on one cylinder, on a whim, Keith pulled the offending plug lead off, stuck it back on, and the Vinny came on full song, an Australian title in the bag.

Eventually, Cecil retired, and sold the well worn and rather tired Vincent to an enthusiast, who spent a small fortune restoring it to "as new." In a wonderful moment, Cecil and Keith were reunited with their trusty, immaculately presented steed.

On hearing of his rider's death, Keith said "That's all right, Cec is in my head forever."





Cecil Sumpton & Keith Perry



Albany Section

ALBANY MATTERS



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Andrew Duncan – 0428996334 andy@urara.com.au.
Bernie Wolfe - Reporter
Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCCWA GENERAL MEETING 3/1/22 Chalet

Commenced 7.30 pm.

Acting Chairman: Andy Duncan. Acting Secretary: John Banks.

Present - 9 members (Andy Duncan, Lou Anderson, Bill Morrell, Peter Osborne, Graeme Wroth, Paul Armstrong, Arthur Wuss, John Banks, Phil Ramsden).

Apologies - Lynton Morgan.

PREVIOUS MINUTES (6/12/22).

Moved by Bill Morrell and seconded by Arthur Wuss that the January minutes be accepted as read. Passed.

BUSINESS ARISING FROM PREVIOUS MINUTES

1) Paul Armstrong has been repairing Collete Albino's (Salvation Army) scooter. Lynton Morgan will continue repairs when he returns from quarantine.

CORRESPONDENCE

1) Nil in

2) Nil out.

TREASURER'S REPORT (See attachment)

Moved by Graeme Wroth and seconded by Phil Ramsden that the Treasurer's report be accepted as tabled. Passed. (Current bank balance \$10,196.14).

LIBRARY REPORT - Nothing to report.

PROPERTY REPORT - Nothing to report.

MACHINE AUTHENTICATION - Nothing to report.

GENERAL BUSINESS

1) Andy Duncan raised the matter of scheduled routes being changed by members during the half hour prior to a ride (as had occurred on one occasion). It was suggested that scheduled routes be adhered to.

ALBANY SECTION VMCCWA GENERAL MEETING 3/1/22 Chalet
2) Scheduled rides for the month of February were discussed and agreed upon (Secretary to email to members).

3) The next Club ride, organised by Andy Duncan, is to Montys Leap on Sunday 13 February. The March Club Ride is to be organised by Lloyd Elliott.

4) There was some discussion, but no knowledge, as to whether Robin Webb will this year host his annual 'Pie Run'? As nobody has yet volunteered to organise the April club run, Andy Duncan committed to speak with Robin about the possibility of this being the April event.

5) The organisation of the annual 'Cambodia Fund Raising

Ride" will be discussed with Ian Redmond after his return from absence.

6) Paul Armstrong suggested that additional destinations be considered. Bill Morrell suggested that the section might consider the newly established 'The Surf Gallery' located at 50750 South Coast Highway at Youngs Siding. John Banks advised that Lee Hortin had advised him that the steep gravel road leading up to her recently completed cafe/restaurant in Torbay had just been graded and the club might reconsider it as a destination. John and Lou Anderson offered to ride out and assess whether the road might now be safe for members to ride upon. Andy Duncan offered the use of his property at Little Grove in the event that at any time a destination was not available. Andy Duncan indicated that Lynton Morgan will be speaking with Ron Hawkins about organising a future club run.

7) Paul Armstrong suggested that in the event Two People's Bay be chosen as the destination for a club run, the Department of Parks and Wildlife (DPAW) be contacted to determine whether a group pass could be purchased. John Banks committed to approach DPAW about this.

8) It was noted that there is not anyone recorded as maintaining the trailer. Lou Anderson committed to inspect it when he collects it for the next club run.

9) It was mentioned that fellow member Jens Gylling had suggested that in the event the chalet becomes unavailable for future meetings, the Albany Veterans Car Club clubhouse might be.

10) The Department of Transport (DOT) is to annually audit all CMC member clubs. All approved clubs need to notify the DOT of any club member who holds a concessional license but is unfinancial.

11) All club members who hold a concessional license must indicate their registration number on the attendance sheet prior to participating in each club ride.

12) Paul Armstrong expressed concern that because the Albany section's membership is increasing, it may soon reach a size that makes it too difficult for our destinations (cafes/restaurants) to host everybody. It was agreed that the section would keep this in mind and address the issue if it seems evident that it is approaching a problem.

Meeting closed 8.15 pm.

Albany Section

ALBANY SECTION VMCC MARCH GENERAL MEETING

Chalet Little Grove 3/3/21 Commenced 7.30

Chair – Lynton Morgan, Secretary – Andrew Duncan, Present – 17 members Apologies -6

Previous minutes 3/2/22 Read. Moved P Armstrong Sec A.Wust Accepted

Business arising from previous minutes

- 1) John Banks – Annual pass re National Park access – J.Banks to clarify
- 2) C. Albino Salvation Army – Scooter repairs completed (L.Morgan / P.Armstrong), ready for handover
- 3) Confirmation by A.Duncan that R.Webb will host April Club Run – Sidecar and Pie run to Denmark .
- 4) L.Anderson has checked trailer.

Correspondence In - Moved B.Morrell, Sec C. Prescott Accepted Mailbox renewal, SA Smoke Signal magazines, 2023 National Veterans Rally – Bundaberg QLD Set /Oct

Treasurers Report - Account Balance – as at Feb 31/22 \$10424.64 – J.Banks to follow up with L.Anderson re Club day trailer provision ? Moved J.Northcott Sec J. Gylling Accepted Machine Authentication - A.Duncan – J. Robinson 1925 AJS /Sidecar – Endorsed

General Business

- 1) Charity Run 2022 – Lynton to confirm with C.Albino – Salvation Army suitable date Dec 2022

Lynton to book Town Square (CoA) and apply for Procession Lic. from WA Police
- 2) Ride Registration – All members must log rides on 404 registered bike – Club Run Sheet / VMCC Log In or notify Albany Club secretary (preferably email)

- 3) March Rides: Sun 6th – Elleker, Wed 9th -Sandalwood, Sun 13th L.Elliot Poker Run Trailer backup C.Prescott. Wed 16th Little Beach, Sun 20th- Whale World, Wed 23rd Elleker, Sun 27th Pre 65's am Destination ? 10.am Porongorups, Wed 30th – Little Beach, Sun 3rd- Terminate at Chalet (Coffee van ???), Wed 6th – Surf Gallery Youngs Siding, Thursday 7th – General Meeting Chalet

- 4) Club Rides - April , R.Webb May, R.Hawkins / L.Morgan

- 5) Chalet Options – D.Beeck Chair Chalet Committee tabled a summary of an inspection regarding condition and possible future maintenance . Generally, in good condition, but recommended that rent to Albany VMCC be increased unless management regime is changed. Considerable discussion resulted – All options were debated, including possibly utilizing the Vintage Car Club premises. General Consensus – That the current Chalet Committee /Albany VMCC rental framework be continued into the foreseeable future. An expectation that the Chalet Committee will increase annual rental for 2022 to \$2000.

- 6) Voluntary ground maintenance – C.Prescott has offered to mow the grounds.

- 7) Advanced Rider Training – J.Banks – Discussion regarding a 1 day school – Cost ?

- 8) Sandalwood Lunch – June / July 2022 ?

Meeting concluded 9.15pm

Firstly. deepest sympathy to the families and friends of two of our motorcycle riding members. Ray Macneall and Robbie Leese, RIP guys and ride the wind. Both of these riders I raced with in motocross back in the seventies and eighties, both were close friends especially Ray and both will be sadly missed - *Paul Armstrong*



Left: Ray MacNeall in the centre, this was taken in 1963, also sadly missed on the left is Eddie Smidt, on the right is Colin (Fuzz) Parker.

Pre31 Meeting Minutes

VMCCWA Pre 31 Section Meeting # 415 23-0302022 Opened at 7.30pm

Venue, Ken Marshall Room, Hale Road, Wattle Grove - Chaired by Ken Vincent

Members Present: Greg Hughes, Jeff Lindley, Jeff Sanders, Tony Southall, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan

Apologies Roger Bowen, Brian Rodwell, Phil Skinner

Visitors nil

New Members nil

Minutes of Previous Meeting Emailed by Art Woldan.

Business Arising from Previous Minutes nil

Correspondence nil

Financial Report Submitted by Jeff Sanders.

The Westpac account had \$3023.41 on Feb. 21st and \$3065.86 on March 22nd. The net effect of reimbursements to Pre 31 members, and entrance fees for the Roaring 20's Event was an increase of \$42.45. Accepted, Dave Weeks Seconded, Gary Tenardi

Business Arising from Financial Report

It was noted the Westpac account is gradually decreasing and this may have to be dealt with in the future but not immediately.

Past Events

27-02, Old Forkers Event, by Ken Vincent. 20-03, Roley TT, by Murray Barnard.

Future Events

3-04, Old Hotel Run for pre 49 bikes, by Jeff Sanders. The location of bike parking at the Mundaring Weir Hotel was discussed.

10-04, Vintage Auto Association Swap Meet, 9 Francis St., Middle Swan.

7 & 8-05, Roaring 20's Event, by Sue Lawson, Peter Lawson and Greg Boothey.

Business Arising from Events

14 riders and 7 partners have signed up for the Roaring 20's Event. •There was a discussion about why attendance at the Old Forkers Event was low while it was huge at the Roley TT. It was mentioned that some members may think the Old Forkers Event is only for Pre 31 bikes although the Chatter clearly says "All VMCC club bikes are welcome". It was suggested this should be emphasized/highlighted more prominently in the Chatter. [Editor: I have a suggestion - provide some promotional material for the Chatter, market it & make the run more appealing]

General Business

- Ken Vincent showed the Oct. 1982 issue of the Journal of the Vintage Motorcycle Club with a list of U.K. rego numbers.
- Dave Weeks showed the April 2022 issue of the Indian Harley Club newsletter that shows sources of useful parts for vintage bikes. To see the parts, on the Internet go to ihc.wildapricot.org, then click on Documents, then under Classic Vibrations Newsletters click on April 2022. Page 7 shows oil tank caps, and Page 9 shows saddle seats, seat clamps and pillars, handlebar stems, stand clips for rear mudguards, and leather work.

Bits & Pieces

- Ken Vincent showed a 1925 350cc Velocette engine and partially pulled it to bits to show the timing chest, overhead cams and bevel drive to the cams.
- Greg Hughes showed a 1930 Ariel twin port head that Gary Tenardi repaired. One port had been blanked off and Gary opened it up and welded on a stub.

Greg also showed some wood he drilled with many holes for holding spokes when they're painted.

- Jeff Lindley showed Imperial and metric micrometers he purchased at a swap meet for a reasonable cost.

Jeff also showed a tool for truing the faces of rocker arms.

Closed at 8.55pm.

ORABandon 2022

September 22/25 2022 - Orabandon/Perkolilli (Red Dust revival)

The popular Orabandon Annual event will be held at Kalgoorlie in September 2022. A highlight of the weekend will be a run to Lake Perkolilli for the Red Dust Revival event.

The itinerary at present is: Thurs 22 Sep: Travel to Kal. Friday 23rd: ride to Coolgardie, Kambalda and back to Kal. Sat 24th: 160 km ride to Ora Banda (the pub might have re-opened by then). Sun 25th: a day at Lake Perkolilli; a 25 seater bus has been hired to go out to the Lake. Mon 26th: check out; head home.

Register interest in attending by contacting Richard Argus, the event coordinator, by email secretary@vmccwa.com or Phone: 0418 934 550. Places are limited on the bus, so express interest as soon as possible. Limited accommodation is also available at the Tower Hotel - contact Richard to obtain a room.





Bean 2 Brook on Canning Road in Pickering Brook continues to be a popular hangout on Thursday mornings. Originally a VMCCWA club social meet, Thursday morning has now also become a regular calendar event for riders from other Clubs since the word got out and was even publicised in one Clubs Newsletter as a focal point for older machines. Turnout on Thursday mornings from 9.30 to Noon would put some club runs to shame and riders come from far and wide to enjoy the atmosphere. Below: Ken Vincent brought out his faired Velocette and Roger Bittner's Honda GB500TT makes its home in Perth.



Old Forkers

Old Forkers is an event co-ordinated each year by the Pre31 Section to replace the old Annual Inspection which was required once for 404 machines. A reasonably good turnout this year with some interesting machines, aided somewhat by the cancellation of the Old iron which was due a week before. Gary Tenardi did the honours at the BBQ.





Roley TT - 20 March 2022



Huge turnout for the Roley TT, great weather, welcoming central start point, good mix of interesting machinery, nice twisty roads, pleasant endpoint by the river, BBQ thanks to Steve Hills & positive happy group of people - thanks to everyone for attending.



LOOKING BACK

Cheap B.S.A, Trip Overland - Daily News 19 July 1938

Trouble-free trip from Melbourne to Perth on B.S.A. motor cycle and at a cost of under £5 has been completed by Mr. Fred Armstrong. Mr. Armstrong, who has had 25 years experience of motor cycling, travelled only in daytime, and the journey took him eight days. The machine he used was a 250 c.c. o.h.v. B.S.A., and was not specially prepared for the journey. It behaved splendidly the whole way, and no adjustments were found necessary throughout. Mr. Armstrong intends returning to Melbourne in a few days, and says the machine will not require any adjustments before he commences the return trip. Total cost, including petrol and oil, board and lodging, and all expenses, was £4 19s 10d. The petrol consumption of the B.S.A. worked out at 119 m.p.g.

ROAD REPORT

Reporting on the roads from Melbourne, Mr. Armstrong states that, from Melbourne to Robe is good; Robe to Kingston rough; Kingston through Coorong very good to Adelaide; Adelaide to Port Augusta fair; Port Augusta to Coolgardie fair: Coolgardie to Southern Cross very bad, and Southern Cross to Perth very good. Mr. Armstrong states that no motor cyclist need have any fears about the trip across provided he travels with caution on the bad stretches.

Cow not seriously Injured - Daily News 1940

Daily News, Monday, November 25, 1940

Motor Cycle Hits Cow

When his motorcycle and sidecar outfit struck a straying cow at Belmont early today 34-year-old Arthur McIver Ball, patrol man of the Royal Automobile Club, received severe injuries.

A St. John ambulance took him to Perth Hospital, where he was admitted suffering from a fractured skull. His condition was later reported to be very fair.

It is understood that Ball had been called out to give help to a stranded motorist. He was travelling east along Great Eastern-highway and just near the corner of Norwood-street collided with a black cow.

The motor cycle and sidecar overturned and Ball was thrown to the roadway.

The cow was not seriously injured. It was taken to the pound of the Belmont Park Road Board.

Constable H. Fraser, of Belmont Park police station, attended at the scene.



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Daily News Saturday 31 March 1951

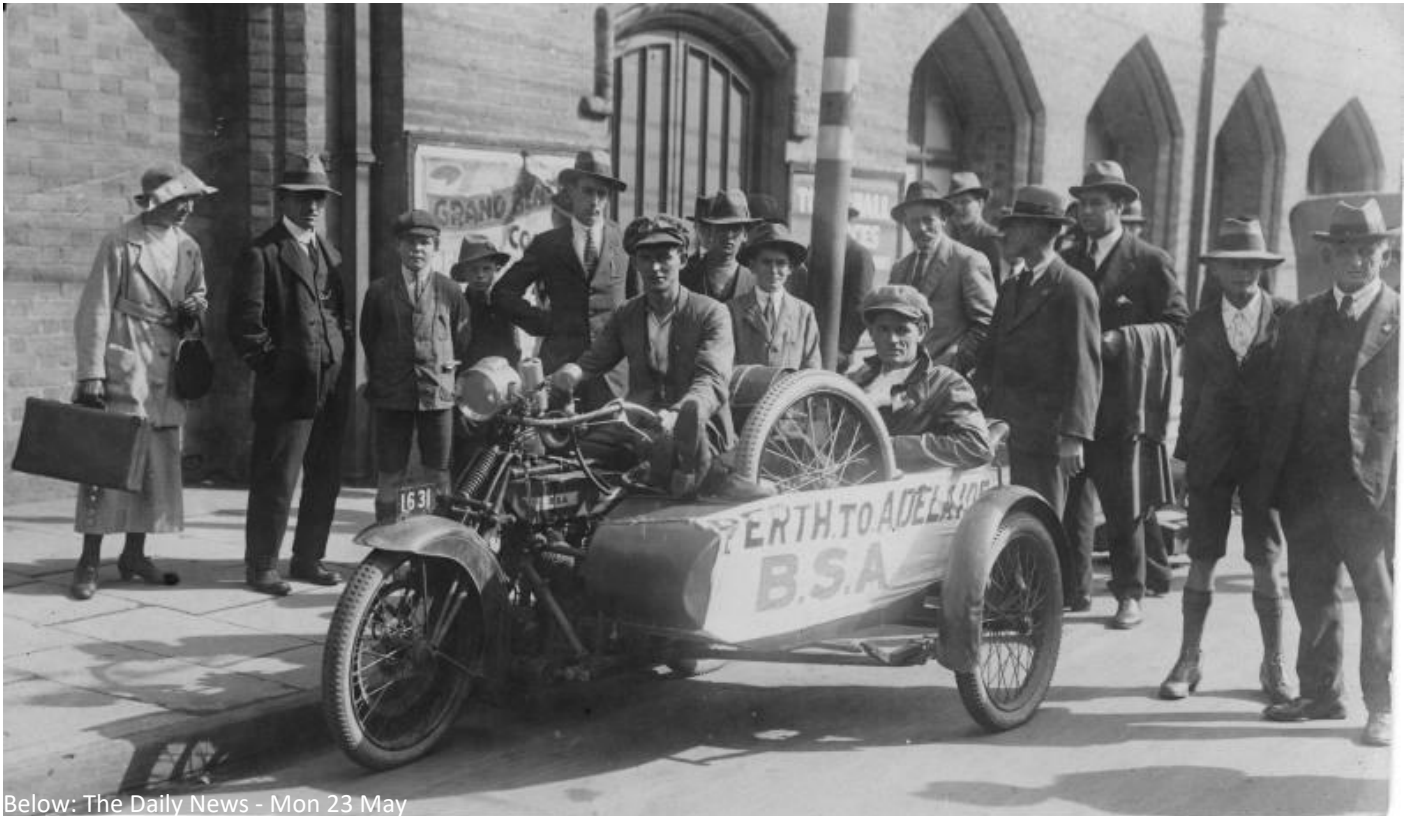
HE'S the one who has asbestos ears held apart by a head full of wet feathers, handlebars grinning sardonically and the power of death between his knees. He's on the road because the roads are more or less free and he has as much right on it as anyone else. But no one in the world is more hated or grudged his right to the road than he. He's called a "goon" or a remanded accident going somewhere to happen. He's the irresponsible youth on a motor cycle. Even death was almost holiday-minded this Easter just past and the National Safety Council felt it was getting somewhere in its years of hammering safety-consciousness into the road-using public. But the wonder was that more handlebar hams didn't kill themselves as they skite-rode, swooped and cut in through traffic streams. YOU can't call it the motor-cycle menace. It's a percentage of motor-cyclists who are the menace; and I doubt that there's a motorist or pedestrian in the world who won't say these types are the worst menace on the road. They make up too great a proportion of the almost 12,500 other motor cyclists licensed in this State. The very sight of a really stylish, fully-dentured, chromium-finished machine with everything on it but the kitchen sink turns the average mature, motorist purple. He wants to put the kitchen sink on it — a governor — and give it the same lethal possibilities as a perambulator.

The holder of motor cycle licence plate No. 1 in this State has ridden his machine daily for 33 years, has never had an accident, a traffic prosecution or an insurance claim. So I thought he should have some ideas on dangerous riding and how to avoid it. He has plenty. This A. G. Melrose would make it hard for a boy to get a motor cycle licence. You know of him as a veteran speed-track rider, scramble-track artist who has ridden in most countries of the world, but he worries much about the wizard handlebar boys. He was a civilian instructor to military riders and drivers during the war, and when those boys had taken a great gruelling over scramble courses, heavy sand and mud and learned how to crash, he felt their expectancy of life was a bit longer — in fact, that they had learnt to ride. And when we kill off many more riders and drivers in peacetime than in war, he considers that civilian motor cyclists should be as well taught in peacetime. HE would have applicants for licences certified as being mentally as well as physically fit before going before a board, before getting a licence, subject to confirmation, in, say, 90 days. And during that confirmation time the boy would have to go to a school and pass tests before having his licence confirmed. As the law stands the boy does not have to "go to school" before he gets his licence. He has to have a learner's permit and an instructor who has held a licence for 12 months — and that may be just another young goon who hasn't had an accident yet.

He doesn't have to have his parent's consent, but has to produce his birth certificate if he is just 17. But parents have some influence. If a boy of 17 has £200 cash for a new bike or less for a secondhand one, he can get it without reference to you. But many a boy, not having a large lump of cash, has to buy his bike on terms; and his parents must sign the agreement or guarantee it. So make it a condition that he attends the National Safety Council riding school and joins a club afterwards. THE NSC is proud of this school, which operates Saturday afternoons at the markets. It has put through about 250 students in two years and as far as the records show, none of those students has been involved in an accident where he has been held blameworthy. A lack of road courtesy is point one in Aubrey Melrose's idea of accident causes, and comes before straight speeding. So if you parents drill your boy's manners while he is young, and plug the school attendance and club membership, you can improve his popularity and lengthen his life.

Perth to Adelaide - The Daily News - Mon 10 May 1923

Several attempts have been made to cross Australia from Adelaide to Perth by motor cycle, and some have proved success ful, but no record worthy of the name has ever been established. That intrepid adventurer, the. late Lieut. MJntosh, who was killed in an aeroplane smash at Pithara, made the journev on a motor cycle from Adelaide to Perth, by way of the East West railway, and recently J. N. Boborg negotiated the trip round the, coast of the Bight on an Indian machine, taking six weeks to complete the distance. C. V. Watson and A. W. Grady, who left the Town Hall at 1.15 p.m. to-day, with an 8-h.p. B.S.A. motor cycle and side-car, hope to make the trip to Adelaide in a week or under. A group of enthusiasts, casual onlookers, and a camera man gave three cheers for them as they started on the first section of their long journey. The itinerary will be through Southern Cross, Coolgardie, Norseman, Eucla, Fowler's Bay, and Port Augusta. The travelers carry a spare wheel, and the machine is shod with Dunlop Railroad tyres. It is an ordinary stock model, which has already done several thousand miles, and the side-car is fitted with one of Mortlock Bros (the agents for B.S.A. and Harley-Davidson machines) patent one-piece covers, a cylindrical tank strapped on the back of the cycle contains eight gallons of petrol. Biscuits and tea will be the chief standby of the travellers, who will wire to Perth as they arrive at the end of the various stages. It is interesting to note that the pair anticipate travelling further in a day than Eyre with his camels and on foot, progressed in a month.



Below: The Daily News - Mon 23 May

MOTOR CYCLING

OVERLANDING TO ADELAIDE.

The following telegram has been received by Mortlock Bros., Ltd., Perth, from Messrs. Grady and Watson, who left Perth on the 10th instant at 1.15 p.m. with an 8-h.p. B.S.A. motor cycle and side car, on a trip overland to Adelaide, in an endeavor to make a motor cycle record from Perth to Adelaide:—"Arrived Eucla Saturday, Three days delayed on sandalwood track; wrong road; seventy miles on low gear. Actual travelling time 51½ hours. Machine performing excellently. Chassis O.K."

FROM PERTH TO ADELAIDE - Motor Cyclists' Successful Run - 17 Jun 1923

The two overland cyclists, Messrs. C. V. Watson and A. Grady, members of the Coastal Motor Cycle Club, have returned home after securing the honour of having completed the first successful attempt that has ' been made by motor cyclists to accomplish the long journey from Perth to Adelaide. Messrs. Watson and Grady, who are young men, traversed the coastal route via Eucla, using an 8 hp. B.S.A. motorcycle. Leaving Perth at 1.15 p.m. on May 10, they covered 1952 miles in 154.25 hours, which they regarded as fair average travelling. Their longest day's run was 208 miles, while on another day they did 196 miles. Still another good day's run was 194 miles. The engine withstood the severe test over rough roads and beaten tracks remarkably well. "Not once did we have to decarbonise the engine, or was a spanner required at any time on any mechanical part," remarked Mr. Watson. Referring to the trip. Mr. Watson said that all went well until they had passed through Norseman. They then got on to the wrong track, and had to return on low gear. That delayed them three

days. In the Nanwarra drift sands their progress was so slow that only 15 miles was registered in 12 hours. In one part of the journey they were for two days without water, when they were fortunate enough to strike a workman's camp. It was not until they had crossed the South Australian border that wet weather was experienced. The machine and side car were at times coated with mud, and as the vehicle had no mudguards both he and his comrade were most uncomfortable- The road and tracks in places, were in a bad state. Before reaching Port Augusta, they encountered a claypan, which held them up for four hours. Messrs. Watson and Grady spoke highly of the hospitality accorded to them by people along the route. "Now that we know the road, we intend to make another attempt," remarked Mr. Watson. The overlanders returned to Western Australia by train.

Motorcycle Timeline

From Big Bang to suck-squeeze-bang-blow and beyond

Part 2 - 40BC-1699

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives on the South Island of Britain (*the Isle of Wight*). David has kindly shared his timeline of motorcycles with us. This part takes us into the modern era.....

100AD: THE TRIP HAMMER powered by a water wheel, was in widespread use in China, setting a trend for the heavy machinery needed to put motorcycles into mass production. THOSE CLEVER Chinese were also making paper – just the job for handbooks, gaskets and air filters.

200AD: COMBINATION LOCKS were used in the Roman Empire, which must have made life tough for chariot thieves. This wouldn't have happened if he'd fitted a Thompson's lock.

350 AD: ARCHEOLOGICAL evidence is scanty, but there's a good chance that a water powered sawmill at Hieropolis (in what is now Turkey) featured a crank and conrod.

600AD: TOILET PAPER became available in China, by which time there must have been a hell of a queue at the lavatory. It is still much in demand after fast cornering on wet roads.

Sometimes riders have good reason to appreciate the appreciate the invention of toilet paper.

800AD: GUNPOWDER WAS invented in China although it was the Europeans who perfected its use for killing people. It was to play a surprising part in the evolution of the internal combustion engine.

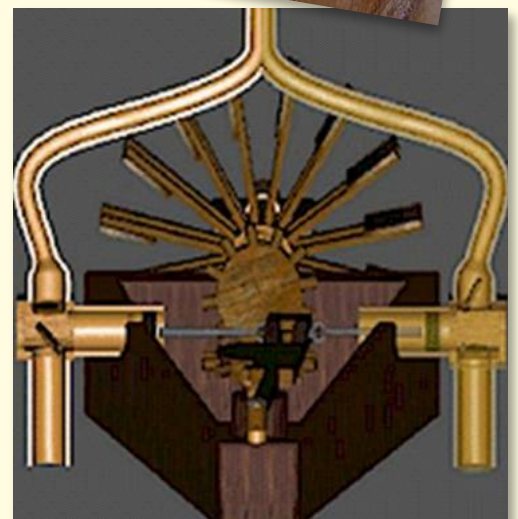
THE STREETS of Baghdad were paved with tar, which must have speeded up all those horses and camels no end. Baghdad's tarred roads allowed camels to hit their full potential.

1206: ISMAIL AL-JAZARI, ISMAIL AL-JAZARI, an engineer and mathematician who worked in Diyar-Bakir (in modern-day Turkey) described a pump which featured a piston, conrod and crankshaft to convert rotary motion into linear motion. Do it the other way and you have a reciprocating engine. Other clever chaps had previously made use of cranks in China and Byzantium but Al-Jazari also used wooden templates as patterns, ground in valves with an abrasive paste, understood static wheel balancing, made sandcast metal components and left accurate assembly instructions for 100 mechanical devices. Al-Jazar's pump incorporated a crank and conrods.

1346: THE FIRST documented European use of gunpowder as a propellant, at the battle of Crecy. Why is this relevant to motorcycling history? Because guns rely on a rapidly expanding gas to propel an object along an accurately bored cylinder. And that process is at the heart of the petrol engines that propel motorcycles.

1419: GIOVANNI FONTANA a member of the Arts Faculty at Padua University, described a cart which was propelled by its driver pulling on a loop of rope running round a pulley geared to the rear wheels. A couple of centuries later Johann Hautch of Nuremberg built some carriages to Fontana's design and word has it the system worked. Mind you, it sounds much harder than walking.

1478: LEONARDO DA VINCI designed the first self-propelled vehicle in history. It was a 1.7x1.5m three-wheeler incorporating coiled springs that were wound up by revolving the wheels backwards, just like a kid's toy. To deliver power smoothly the design featured a balance wheel, as used in clocks. No seat was shown in the drawings; it seems the cart was designed as a spectacle to be used during festivals and it incorporated a control system using wooden pegs so it would follow a pre-programmed path. A mechanism similar to a differential allowed the turning angle to be pre-set.



In 2004 the Museum of the History of Science in Florence, da Vinci's home town, built the cart to his design and it worked, albeit only for some 40m. In 1974 there was a lot of excitement, particularly in Italy, when a sketch of a bicycle, complete with pedals and drive belt, was discovered on the back of a sheet full of Leonardo's original sketches. A 16th century conservator had folded this sheet in half and glued it shut. Not because he wanted to rob us of the amazing bicycle, but because he found several doodles of phalluses on the back. The bicycle hadn't been there when the papers were examined in 1961, just before Italian monks started to restore them, so it seems one of the monks drew a bike among the willies [and that's not a sentence you see every day]. Da Vinci designed a self-propelled automated vehicles; 496 years later his home city's university proved it worked. Then there was excitement over the bicycle doodle, that looks like it was done by an eight-year-old. But the big question remains unanswered: who drew the willies?



IRON HAD been made in Britain since Roman times, but at about this time blast furnaces, using bellows to pump in air and increase the temperature, were first set up in the Kentish Weald. By the 18th century this technique spread across the country.

Iron production was improved by the use of bellows to create blast furnaces. This picture, to the left, *Blast Furnace in the Woods*, was painted by Jan Breugel in 1610.

1585: MASTER GUNNER Edward Webbe reported: "Whilst I was remaining prisoner in Turkey I myself was there constrained to make a cunning peece of fire work framed in form like to ye Arke of Noy, being 24 yardes high, and eight yardes broad, wherein was placed 40 men, drawn on 6 wheels, yet no man seene, but seemed to goe along, as though it were onely drawn by two Fiery Dragons, in which shew or Arke there were thirteene thousand severall peeeces of fire worke."

1600: MATHEMETICIAN Simon Stevin built two wind-powered carriages for Prince Morris of Nassau; the larger of them managed 42 miles in two hours while carrying 28 passengers. Assuming the prince (who steered it himself) had his family crest engraved on his toy, it's nice to know there was a Morris on the road, or at least the beach, so long ago.

The giant sand yacht is believed to have survived into the 19th century. Stevin's 28-seat PSV did 20mph when the wind was right.

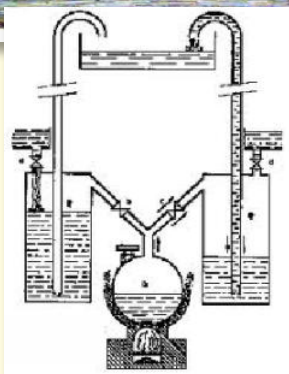
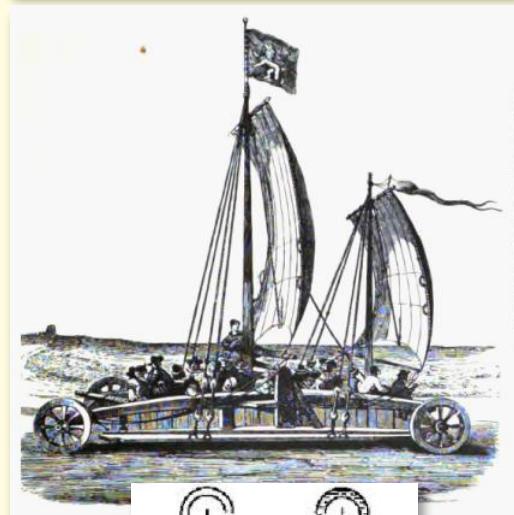
1601: GIOVANNI BATTISTA della Porta experimented with steam to create pressure or a vacuum. He was also a hydraulic engineer who delighted in making automata. They were toys, but their construction honed skills that he put to good use in early machinery.

Being a man of his times della Porta wrote about everything from earthquakes and lightning to the application of magic—but he was one of the pioneers of the scientific approach which led to the Enlightenment, the Industrial Revolution and ultimately to motor cycles.

1606: SPANISH POLYMATH Jeronimo de Ayaz y Beaumont patented a steam-powered system for pumping water out of deep mines. He also worked on a shipboard distillation plant to produce drinking water from seawater, a form of air conditioning to improve the atmosphere in mines, a diving bell and a submarine.

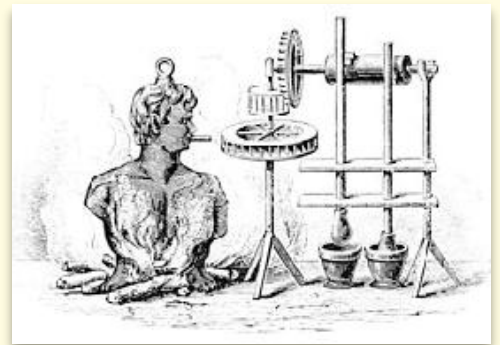
De Ayaz was removing water from mines a century before the Industrial Revolution started revolving.

1615: SALOMAN DE CAUS, who had been an engineer and architect under Louis XIII, published a book showing a device similar to della Porta's.



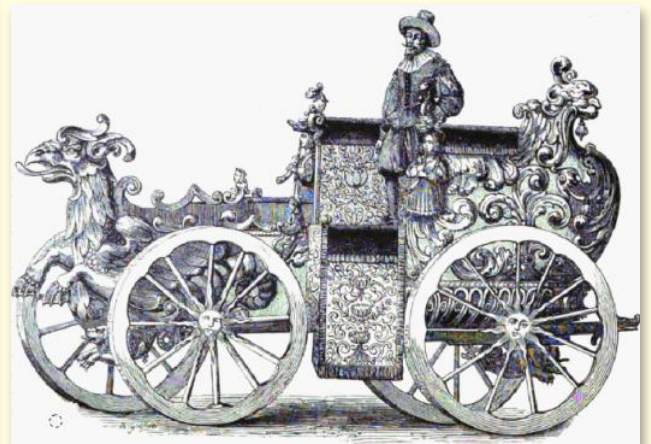
1625: JOHN MARSHALL petitioned for a patent for “a new invention of a cart of 15cwt to carry a great burden without help and guided but by himself.” No details survive but it must have been more than a fantasy as Marshall was invited to present his petition directly to Charles I.

1629: ITALIAN GIOVANNI Branca published designs for a number of ingenious mechanical contrivances, including a steam-engine in which the steam issuing from a boiler spun the vanes of a horizontal wheel. The same principle had been used by Hero of Alexandria more than 1,500 years before, but unlike Hero, Branca suggested practical uses for his design. Giovanni Branca’s devices certainly weren’t steam engines. But he did use steam to move inanimate objects so he deserves his footnote in history



1644: AN ANONYMOUS Englishman built a man-carrying clockwork carriage in Paris. It worked well on smooth ground but the labour involved in winding up the springs was so great that the project was abandoned.

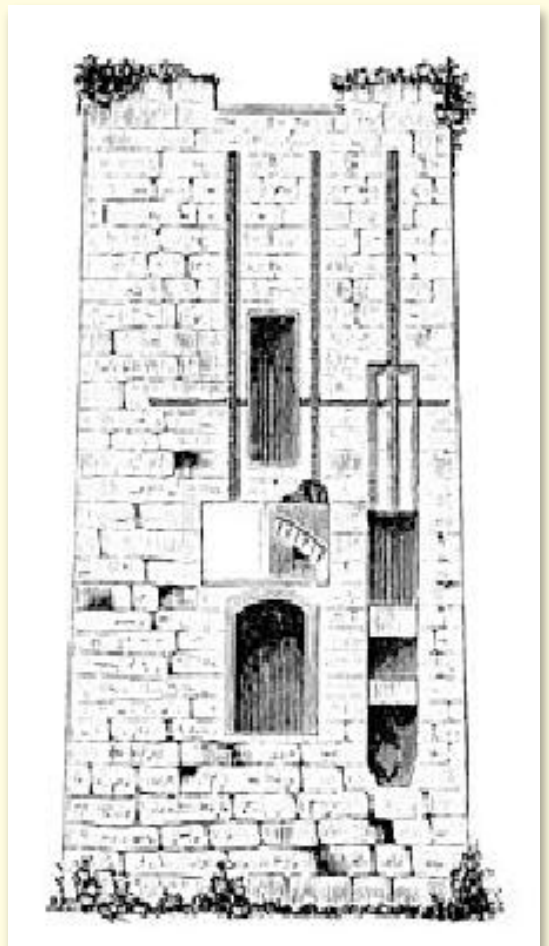
1650: ALLDAYS & ONIONS would begin to build motor cycles in 1898 but the firm’s roots go back to the launch of Onions Co in 1650 (Alldays didn’t get started till 1720). Alldays & Onions riders might still enjoy telling Harley riders that their marque is half a century older than their country. Alldays & Onions motor cycles can trace their roots back to 1650



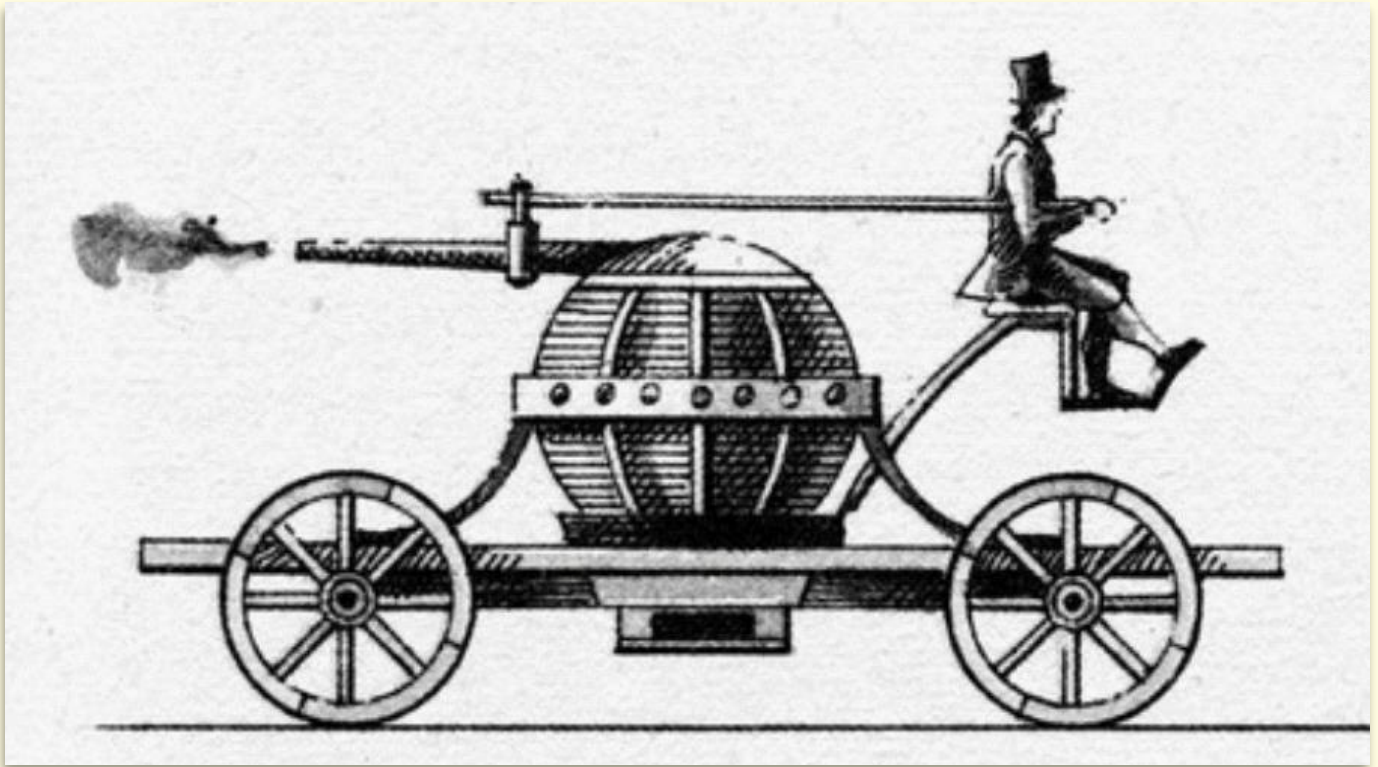
JOHANN HAUTSCH of Nuremberg built a horseless carriage able to carry several passengers at “2,000 paces an hour” thanks to a couple of stalwart chaps turning a winch driving the rear axle via a gear train. The dragon’s head spouted water “for the purpose of clearing the way in a crowd”; the dragon’s eyes moved to and fro “with great rapidity” and angels on each side of the carriage “sounded their trumpets”. It was sold to the Crown Prince of Sweden and Hautsch made another for the King of Denmark. Hautsch’s creation was powered by pedallers but this was clearly a horseless carriage.

1655: EDWARD SOMERSET, 2nd Marquis of Worcester, published a selection of his inventions including an innovative steam pump. He built what was (probably) the first industrial-scale steam engine into the side of Raglan Castle, his family home in South Wales. He fought for the Royalist cause during the Civil War and legend has it that when Parliamentary forces arrived at the castle to demand its surrender, the order was given to start the steam pump. As it hissed and roared into life, someone shouted “The lions have got loose!” The Roundheads, knowing there was a menagerie at the castle, went home. The New Model Army were clearly sensitive souls. Steam pumps like the ‘water-commanding engine’ Edward Somerset had built into the walls of Raglan Castle paved the way for steam engines.

1659: BURIED IN THE *Philosophical Transactions* of the Royal Society is an obscure report entitled *A Description of a Well and Earth in Lancashire taking Fire by a Candle Approached to it. Imparted by Thomas Shirley, Esq, and Eye-witnesses*. It starts: “About the latter end of February, 1659, returning from a journey to my house in Wigan, I was entertained with the relation of an odd spring situated in one Mr Hawkley’s grounds, about a mile from the town, in that road which leads to Warrington and Chester. The people of this town did affirm, that the water of this spring did burn like oyle; into which error they suffered themselves to fall for want of due examination of the following particulars. For when I came to the said spring, (being five or six in company together,) and applied a lighted candle to the surface of the water,

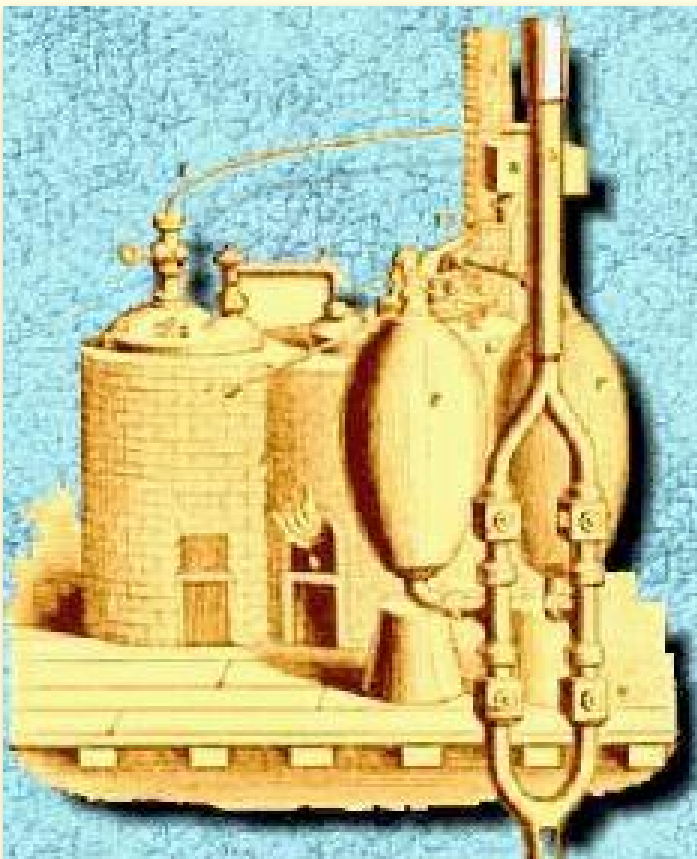


was definitely A Good Thing. Cool idea though, and the concept is sound. In 1730 the Admiralty tried propelling a ship by firing guns from the stern and it worked – but it took 30 barrels of expensive gunpowder to move 10 really **NOISY** miles. In due course rockets would propel motor cycles. OK, you'd never generate enough steam pressure to move a heavy cart. But isn't it a cool idea for 1687?



1690: DENNIS PAPIN designed an engine with a piston and cylinder in which steam replaced the gunpowder charge of Huygens's cylinder, creating a more complete vacuum under the piston to take better advantage of atmospheric pressure. He also envisaged using his engine to drive a boat via rotary paddles.

Papin's engine (right) was far from practicable but it could lift a 60lb weight by heating and cooling the water-filled cylinder.



1698: THOMAS SAVERY introduced a steam pump he called the 'Miner's Friend'. Savery was granted an exclusive patent which would have given him control of any steam-powered device Papin might invent in England. One US source claims: "The early history of the invention of the steam engine shows without doubt that the British Royal Society, including Isaac Newton personally, deliberately prevented the industrial and naval applications of steam power for nearly 100 years. In fact, the Royal Society was so intent on burying Denis Papin's 1690 invention of a paddle-wheel-driven steamship, worked out in collaboration with Gottfried Leibniz, that it stole his work, and created a mythical story of how two British 'Newtonian' heroes, Savery and Newcomen, invented the steam engine, for the sole purpose of raising water from coal mines – a myth that has persisted in the history books until today."

The 'Miner's Friend' (left) a steam engine in the modern sense of the word, but it was a step on the way.

To be continued

MARKETPLACE

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to ildottore@inet.net.au*

For Sale

2013 Triumph Thruxton 900 Green/Gold 12,364km registered till April 22. Many extras British Custom Stainless Steel Megaphone Exhaust (nice sound): Centre Stand: Chrome Side Stand: Chrome Rocker Covers: Chrome Chain Guard: Alloy Sump Guard: Chrome Engine Dresser Bars: Oil Pressure Gauge: Tank Knee Pads: Lockable Petrol Cap: LED Headlight (+25% on standard): Headlight Fairing. VGC Tidy Bike, no known issues \$9,500 firm

1979 Triumph T140 Parts all new unless noted otherwise: 1x 60-4409 Brake Hose (Reserve) \$10: 2x 06-6058 Tail Light Lens (Pattern) \$20ea: 1 pair 82-9700/9701 Chrome Tank Badges \$100: 1x 97-4564 Headlight Bracket LH (VGC) \$15: 1x 82-9700 Chrome/Cream Tank Badge RH \$60: Tank Top Badge/Grommets 1x Red on Silver \$15: 1x Chrome on Silver \$15: 1x Gold on Silver (No Grommet) \$10: 2x 01-572-2330 Kick Start Rubber \$7/pair: 2x 01-83-7256/9 Foot Peg Rubbers \$10/pair: 1 pair 71-2465 Screw On Exhaust/Olive \$20: 1x 54581638 L760/L784 Lucas Indicator Lens Amber \$15: 2x 60-7028 Rubber Brake Hose/Fitting Rear \$30: 1x 60-4175 Stainless Steel Braided Brake Hose/Fitting \$40: 1x 56513 Polished Aluminium Tail Light Assembly complete \$130: 1 Pair Chrome Rear Spring Assembly (VGC) \$300: 1 pair 12V Indicator/Stop Bulbs \$5

BSA 1 pair 82-9054 BSA Pillion Foot Rest Rubbers \$10: 1x Twist Grip Inner Sleeve (Suit 0.888" outside dia handle bar) \$10: 1x WM2 profile 66mm wide 3.00 S18" Chrome Wheel Rim (slight pitting internal) / 1x 3.00 S18" Tyre & Inner Tube / 40 Chrome Spokes & Nipples to suit above \$150 for complete wheel assembly (no hub).

Alan Marriott Ph. 04 5540 1742



Three piece Dri Rider assy, consisting of 1 outer and two inners. \$120.00 Eric Gibbons ph 9496 1508

1957 Matchless twin G12 model. Mostly restored, complete repaint, in good running order. Club Licensed. \$9000. Peter Nicol Mob. 0419928179.



1930s BSA parts inc Sloper girders and Bluestar gearbox, plus many other parts. Please ring and I may have what you want. Mark Thomas 0437206285

Genuine Indian Clothing brown leather waist length Ladies Leather Jacket. Brand New and unworn. Liner for cooler weather, and ventilation for hotter days. Asking \$250, which is less than half original purchase price. Located in Albany, but can deliver anywhere at additional cost. John Cord Phone number : 0438194560

Motorcycle trailer 3 bike capacity \$300 Kevin Wullemin Ph: 0895923979 email: sjw1303@icloud.com

1986 Moto Guzzi Lemans 1000 V4 - \$16,500 Brigadoon WA 6069. This is a genuine unmolested Moto Guzzi Lemans 1000, 16 inch front wheel. Australian Compliance 1/1986. Only 21884 km from new. Sold new originally Stolarski Motor Cycles. Currently registered Club Historic plates with original WA plates. Matching numbers. Original air cleaners and fairing and original winged front indicators, Original black chrome exhausts and blued cam covers with protection bars. Runs as a big V twin should, starts first time. No smoke or rattles. Lives in my shed. It is in used unrestored condition, unmolested, never raced nor dropped. New rubber fuel lines, and tires, replaced due to perishing and new battery. Original 1986 unleaded (95/8) engine. It has been a daily driver for previous believed two owners. Serviced by Thunderbikes West Australia. Original used condition, unmolested, unrestored. Comes with free dust and mouse chewed owners manual 98% complete. All electrics, lights, starter. Regularly started and run on centre stand. This Rare 16 inch wheeled bike is now available simply because I am too old to ride. Colin Burton - Phone : 0418952816

KAWASAKI 1982 750GT: \$7,500. fully restored, modified into Café Racer Style-Excellent Condition – Up-market one of a kind – shaft drive – Full Licence 17 April 2022. John O'Brien 0417337874

WANTED ITEMS

Lucas 2008A/B Generator (1939 M22 BSA) or Field Coil from similar models; E3H E3HM E3AR E3N E3N E3MD E3D E3B E3E E3BS E3HB - Ben Romeril 0400136922 benromeril@gmail.com

Veteran oil pump sight glass for a 1914 oil pump 40mm high x 24mm outside diameter. Todd Walmsley 0409106240

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497 999 011



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



Kiddies Korner

Anyone with too much time on their hands should visit the following website: <https://narrative-device.herokuapp.com/createstory>

By simply entering two words the website will write a story for you.....I tried it and the following are some of my surprising results...saves me having to think up things for the Chatter!



Themes:

motorcycle

and

love

Story:

Tommy was born and raised in a small town in upstate New York. He loved motorcycles and spent as much time on them as he could. His friends and family thought he was crazy, but he loved the thrill of the ride. One summer, he met a girl named Kim on the beach. She was beautiful and mysterious, and Tommy fell in love with her. They started dating and soon Tommy realized that he was in love with her motorbike too.

Themes:

motorcycle

and

sex

Story:

Tommy was a motorcycle enthusiast, and he loved nothing more than cruising down the highway on his motorcycle. He loved the feeling of the wind on his face and the sound of the engine roaring. One day, he met a girl named Sarah who was also a motorcycle enthusiast. They started dating and soon discovered that they had a lot in common, including their love of motorcycles. They started making trips out on Tommy's motorcycle together and it was the best experience they could have ever had.

Themes:

motorcycle

and

bread

Story:

In the city, cars and buses rule the roads. But out in the open country, the sound of motorcycles is the music of the people. For many, motorcycles are the only way to get around. And for some, motorcycles are a way of life.

Themes:

murray

and

moto guzzi

Story:

Murray, a proud motorcycle enthusiast, was in the market for a new bike. After months of research, he narrowed his choices to two motorcycles, a Moto Guzzi and a Harley Davidson. He decided to buy the Moto Guzzi and was very pleased with the purchase.



2022 - Roaring 20's

Pre31 motorcycles Boyanup to Nannup and return. Start 7th May

Make your bookings for the overnight stop at Nannup Hotel, Holberry House or caravan park



In the spirit of the event start searching the op shops for appropriate attire to wear on the run

Enquiries to Greg Boothey 0417891611 or Sue Lawson 0401712349 and Peter Lawson 0418933535

Below: the BBQ proved popular at the Roley TT





VINTAGE CHATTER



Club Contacts

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

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MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Deputy Chair: Barry O'Byrne - 0418936254 - barryobyne2007@yahoo.com.au

Secretary: Richard Argus - 0418 934 550 - secretary@vmccwa.com

Treasurer: Jim Douglas - 94016763 - treasurer@vmccwa.com

Communication: Murray Barnard - 0434215665 - ildottore@iinet.net.au

Events Coordinator: Stephen Hills - 0413678604 - steve.mag@icloud.com

General Committee Members:

Neil Freeman - 0459888654 - vn_freeman@outlook.com, George Loverock - loverock5590@hotmail.com

WEB & PUBLISHING TEAM

Web & Chatter Publisher: Murray Barnard – 0434215665 ildottore@iinet.net.au

Assistant Editor: Peter Bennett – 0412280089 - benners@iinet.net.au

TECHNICAL OFFICERS

Machine Registrar: Lat Fuller - 0468310215 - registrar@vmccwa.com

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Dating Officer: Pre 1931: Michael Rock - 0437999009 - michael.rock@iinet.net.au

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Machine appraisal: contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,

Greg Eastwood - Coolbinia - 0438041072,

Jim Douglas - Kallaroo - 94016763,

Maurice Glasson - Mandurah - 0410000617,

Les Vogiatzakis - Dianella - 0488915103,

Murray Barnard - Roleystone - 0434215665

Hans van Leeuwen - Mount Nasura - 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany - 0428996334

OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake - 0404692425 - mikeblake@iinet.net.au

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Keith Weller - 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent - 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday - 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Invigilator: vacant

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove - Caretaker: Ph. 94532728 Mob. 0457020635

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa

LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Murray Barnard, Ron Chave, Norman Chester, Jim Clark, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Ron Morrison, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent & Dave Weeks.

From the Front Desk - Murray Barnard

Next Chatter: The next Chatter will be the September 22 issue. Any contributions required by 28 July 22 at the latest, thanks.



The VMCCWA Management Committee is committed to keeping all our members and volunteer officials as safe as possible and reducing the risk of transmission of COVID-19.

1. As a response to the evolving situation in WA, the Management Committee has reaffirmed that all members are encouraged to be fully vaccinated to protect yourself & your fellow members, most of whom are in a high risk group. Vaccination is not mandatory to participate in Club activities but strongly recommended.

2. Social distancing indoors should continue to be practised, where practical.

3. Additionally, if visiting the Wattle Grove Clubrooms, library/parts store/Ken Marshall room, Maddington Unit, masks are encouraged but are not mandatory.

These recommendations will be reviewed by the Management Committee if conditions change.



Sadly Simon Horder had his 1972 Suzuki T500J Titan stolen at his new house in Wellard early in May. Simon has had the machine 16 years. Heartbreaking. Luckily the local Wellard Chat Group posted a picture of it dumped on the edge of Leda National Park. He now has it back home a little worse for wear, could have had a worse outcome though. Lock up those bikes, guys!

CALL TO ARMS: Photos needed - to complete Club archives, photos of the following Club members are required. If anyone could help would appreciate hearing from you. Need photos of Frank Cocks, May Makin & Ern Serls. Please let me know if you can help - Murray Barnard 0434215665 or email ildottore@iinet.net.au

Management Committee: George Loverock has rejoined the management Committee, logging in via Zoom from his retreat in the country near Dardanup. Jim McGregor has also volunteered to serve on the Management Committee.



Parts Store: Good news is that Bob Carey has stepped forward to assist Chas Bayley in the parts store for 2023 when Keith Weller retires from the role. Keith & Chas have performed an admirable job over the years in providing a much appreciated service.

Events: A process is to be trialled, where amendments to the approved Club Calendar will be advised by email to members, when time does not permit advice in The Vintage Chatter. Where time permits, amendments will still be published in The Vintage Chatter. As well, it is always wise to look on the Club website for the latest approved Club events calendar.

PETER GROUCOTT RUN

July 17 2022 - Peter Groucott Run: Meet at Serpentine Tractor museum 10.00 am for morning tea. Then take a short ride, over flat country suitable for old machines, though the picturesque countryside. Upon return about Noon, enjoy a full BBQ lunch provided by the museum volunteers. There will be a presentation of Medals to all current life members. This is a social event so if you can't ride come by car. Cost for Museum entry, Morning tea and lunch is \$17.50pp. No charge for Life members. Please RSVP for catering numbers Contact Steve Hills 0413678604



GYPSY TOUR 2022

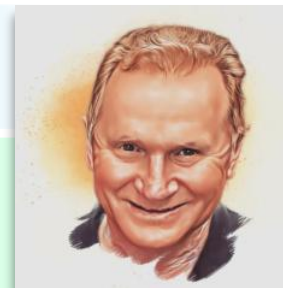
PLEASE REGISTER FOR THE GYPSY TOUR - OPEN TO ALL CLUB MEMBERS

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery for Metro riders. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2023 is based in Denmark. The event will be held on the weekend of November 19/20. A feature of the Gypsy Tour on the Saturday will be a visit to a cheese and wine farm, a lunch stop at Walpole and a ride through the Frankland Valley. Dinner will be at the Denmark Tavern. On the Sunday the Albany Section kindly caters for the event with a free BBQ at the Section clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Book accommodation now. The Rivermouth Caravan Park is the base for the weekend run. Accommodation is limited. There are alternatives in the area, the Big4 or the local Hotel & B&Bs. Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering. Register by emailing Murray Barnard on ildottore@iinet.net.au or by phoning Mob. 0434215665.



Club Events - Stephen Hills



APPROVED CLUB EVENTS - FOR ALL CLUB MEMBERS

Please note: members using fully licensed or 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C concessionally licensed machines must log all machine use.

MONTHLY MEETING: Wattle Grove Clubrooms - 1st Weds of the month - 8pm

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. Fremantle – 9am Saturdays – Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser – Stephen Hills

CALENDAR EVENTS: **Note:** main events are normally held on the 3rd Sunday of each month.

June 19 2022 - Mammoth Parts Sale & BBQ - Club Unit Maddington - 9am (see details overleaf)

July 17 2022 - Peter Groucott Run: Meet at Serpentine Tractor museum 10.00 am for morning tea. Then take a short ride, over flat country suitable for old machines, though the picturesque countryside. Upon return about Noon, enjoy a full BBQ lunch provided by the museum volunteers. There will be a presentation of Medals to all current life members. This is a social event so if you can't ride come by car. Cost for Museum entry, Morning tea and lunch is \$17.50pp. No charge for Life members. Please RSVP for catering numbers Contact Steve Hills 0413678604

August 21 2022 - Keith's BBQ : Meet at Keith's Emporium of fine motorcycles, 122 Bushmead Road Hazelmere 10.00am. Come and enjoy camaraderie and BBQ. Guest speaker TBA. \$5 for BBQ and refreshments. Contact Keith Weller 92742476

September 22/25 2022 - Orabandon/Perkolilli (Red Dust revival) - The popular Orabandon Annual event will be held at Kalgoorlie in 2022. The itinerary at present is: Thurs 22 Sep 22 Travel to Kal. Friday 23rd; ride to Coolgardie, Kambalda and back. Sat 24th 160 km ride to Orabanda (pub might have re-opened by then). Sun 25th a day at Perkolilli; Mon 26th check out; head home. Register interest by contacting Richard Argus, the event coordinator by email secretary@vmccwa.com or Phone: 0418 934 550

October 16 2022 - WA TT

November 19/20 2022 - Gypsy Tour Albany/Denmark - book accommodation in Denmark now. Rivermouth Caravan Park will be the run start point & base. Register for the event now please. See details in this Chatter.

December 4 2022 - Dam Early Run

December 26 2022 - Boxing Day Breakfast

PRE 31 SECTION - RESTRICTED EVENT:

September 10/11 2022- Beverley Re-enactment Run - September 10th and 11th 2022 The run commemorates the first motorcycle road race in WA. The invitation is open for pre 31 bikes only. If you want to ride up to Beverley on the Saturday we meet at the corner of Canning Rd and Brookton Hwy. We leave there at 1.30 pm. A backup trailer will follow. Don't forget to book a bed at one of the Hotels the Beverley or the Freemasons. Come and join us for one of the club's long running premier events. Entry forms on the web site or enter on the day. Any enquires to Ken Vincent on 0439 294 366. Entry form on Club website and on Chatter cover sheet.

Section Contact Details

PRE-31 SECTION: Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468. Meet 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

POST 70 SECTION: Coordinator: Steve Hills - 0413678604. Meet 3rd Monday of the month, 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Lynton Morgan 0438447330, Secretary: Andrew Duncan – 0428996334, Meet 1st Thursday of the month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove.

Mammoth Parts Sale

19 June 2020

Unit 4/4 Malcolm Road, Maddington

Sale & BBQ from 9am

SALE PROCEDURE

The Vintage Motorcycle Club of WA (VMCCWA) is dedicated to the use and preservation of motorcycles of more than 25 years of age. The aim of the VMCCWA is to fairly support ALL members in their enjoyment of motorcycles.

The VMCCWA purchased a large collection of mainly BSA parts, including complete bikes which have been sold by tender over a period of time. The remaining parts, stored in the Maddington unit are to be sold by a closed bid tender process on 19th June 2022. **Sale is open to financial members only, bring your current membership card.** Parts will be sold in one of three ways:

1. Tendered LOT's, from 9am.

LOT's

- Parts will be allocated into Lots
- Each LOT will be numbered
- A LOT may comprise of collections of parts that could make up a complete bike or various parts
 - No guarantee is made as to the completeness of the parts in the LOT to make up a complete bike
 - It is the bidders responsibility to be satisfied with the LOT
- LOT's will be grouped
- All the bids for the LOT's within a group will close at designated times, as advertised on the day.

- LOT Pricing

- A price will be allocated for some LOTs
- This price will be displayed
- The LOT price is considered to be a fair price for the parts within the LOT
- Where no LOT price exists reasonable prices may be tendered acceptance will be at the evaluators discretion.

- Tendering

- A member may tender for a LOT or multiple LOT's
- Only tenders made on the Tender Form will be accepted
- The Tender Form must be complete, including LOT no, name, member no., tender price and signature
- The tendered price can be lower than the LOT price
- Where there is no LOT price, any price may be tendered
- Completed Tender Forms must be placed in the tender box prior to the close of bids for the LOT
- Warning of Lot closure times will be announced

- Tender Evaluation

- Upon close of bids the tenders for each LOT will be evaluated
- There will be 3 Committee members evaluating the tenders
- Where there are multiple tenders at the LOT price a random selection process will be used to select the successful tender
- Where there is no LOT price and multiple tenders the highest reasonable tendered price will be selected
- The Tender Evaluation committee has no obligation to accept any tender
- The decision of the Tender Evaluation committee is final.
- Following the decision, the successful tenders will be announced
- If no tender is deemed acceptable the LOT will be passed on and retendered later in the day

- Part's removal

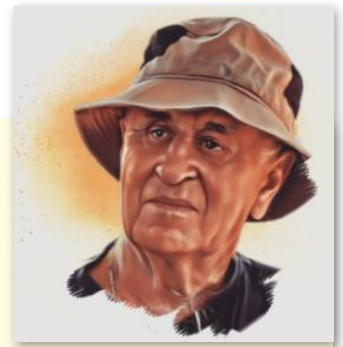
- LOT's must be paid for and receipted before removal
- Ideally paid and removed on the day of the sale, where this is not possible then arrangements can be made with the parts committee.

2. White Elephant Stall, from 9am: Various articles of interest will be for individual purchase in a 'White Elephant Stall' style.

3. Negotiated parts, from 10:30am: There will be un-numbered parts available for purchase by negotiation with the Parts committee.

WELFARE REPORT

by Adrian White



Long term members of our Club would know Robyn and Neil Bromilow of Albany, tireless contributors to historic motorcycling. Robyn ran the annual Albany Hill Climb, a major event on the calendar, Neil an enthusiastic competitor, pulling almost impossible wheelies off the line on his bare-bones B.S.A. Sloper. In recent times, both have suffered serious health problems, but I'm delighted to advise both are now in good shape and good, positive mindsets. Neil still uses a walking stick, but an impending knee replacement is expected to sort that. Such good news!

Vale: Bertie Nairn Holmes - #118 - Life Member

Sadly, we have lost another long term, influential and much loved member.

Bert was born in Byford Hospital on March 21st, 1930, and lived his early days in Cardup, where his father was a burner at the brickworks. A carpenters apprenticeship provided Bert with a trade he really liked; thus he was very good at it. Eventually he became a registered builder, running his own business. Clients (and I've talked to a few) are full of praise for the quality of his work, equally, his ethics were admired, in this era when a lot of business was sealed with just a hand shake. Bert always delivered. Recently, Bert said to me his legacy would be in Dale Cottages, a large housing development for aged care built in conjunction with Jack Murray. He would have absolutely nothing to do with any building site with a union presence, and was never short of work.

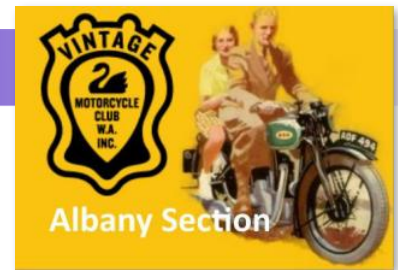


His early introduction to motor cycles was as transport. His hobby was speedboat racing, in an immaculate craft he'd built, powered by a Ford Cortina engine. His interest in motorcycles grew, his first restoration was several boxes of bits which emerged as a B.S.A. Sloper, others followed, including an Ariel Square Four and sidecar which served Bert and Pat well in many Club events, including trips to Adelaide and Tasmania. He was generous with his time, expertise and material, building our parts department. Such service by members laid the foundations of the Club we enjoy today.

Several years ago Bert's life took a significant downturn; his eyesight deteriorated to the extent he handed in his driver's licence. No longer could he retire to his shed and do intricate work on bikes, nor could he go for a ride. This frustrated "hands-on" Bert intolerably. Then, adding to his problems, his kidneys stopped working, requiring frequent dialysis, which Bert hated. Friends persuaded him to try listening to Talking Books, which certainly helped. He told me repeatedly he'd had a wonderful life, a loving family, friends, a career he'd much enjoyed, and motorcycling. When his time came, he'd go with no regrets. He decided to cease dialysis, knowing this could be fatal. Five weeks later, Bert left us; we're grateful to have had this absolute gentleman in our lives. Rest In Peace, mate. Our heartfelt condolences to Pat, Peter, Robert, Stephen, and extended families.

Albany Matters

Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Andrew Duncan – 0428996334 andy@urara.com.au.
Bernie Wolfe - Reporter
Peter Ogborne, Photographer



Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

Lloyds Poker Run - 13th March

Lloyd is the most popular man I know. With all the flashy charm of a used car salesman, Lloyd attracted twenty four attendees to his club day poker run. Twenty two riders took part with fifteen riders on concessional "club" bikes. Robin Webb's forty seven WL Harley sidecar, a BSA B33, Lloyds own sixty five BSA twin, an RD350 Yamaha, BMW R80 to a ninety four ZZR1100. A fifty two mile run, the long way out to Nanarup Beach for smoke o, then back around the harbour to the Chalet for lunch and prize presentation. Lloyd had under estimated the number of riders so came up short of cards. Not every rider was going to get a full poker hand. With some dubious card reshuffle and a sleight of hand Lloyd calculated the prize winners. Peter Ogbourne for having the worst hand. Paul Dixon with two fours. (Fours apparently, are valuable?) Roger Bittner the over all winner with three ace's (all black ???). Everyone else had a laugh at their own rotten luck. The one DNF was Phil on his XBR500 and had to be rescued from the roadside by Chris Prescott. The fault was down to a faulty battery which is not a Honda product. I congratulate Lloyd and the other section members for attending and making it an excellent day out. *Lynton*

Webby's sidecar and solo pie run to Denmark with all pies and drinks provided by Webby. - 10 April 22

Great turnout for a wet and cold Sunday, yours truly was totally soaked on returning to Albany.

Twenty seven participants taking part with about thirteen concessional registered motorcycles attending its good to see more taking part in the club activities. And a big thankyou to Webby for providing the pies and drinks, and also to Bernie, for doing back-up duties *Paul Armstrong*



Albany Matters

MINUTES ALBANY SECTION VMCC 7/4/22 -Chalet- Little Grove

President – L Morgan; Secretary A.Duncan; Treasurer J Banks
Present 13 , Apologies 5

PREVIOUS MINUTES : Read, Moved to be accepted – C

Preston Sec P.Armstrong Passed

BUSINESS ARISING FROM MINUTES

1) C.Albino's scooter – Repaired and returned L.Morgan / P.Armstrong thanked.

2) Charity Christmas Run – Permits / Approval ongoing. Date set for Dec 10th

3) DBCA- Fee waiver followed up by J.Banks. Form obtained- Single day use only.

INWARD CORRESPONDENCE:

1) SA Magazine (circulated to floor)

2) DBCA Fee Waiver

Moved to be accepted - B. Morrell, Sec J.Banks Passed

OUTWARD CORRESPONDENCE - Nil

TREASURERS REPORT : \$10517.64 held as at 31/3/22

Query re outstanding for L.Anderson -Club Day trailer ?

Moved to be accepted-G. Wroth,Sec, B.Wolfe .Passed

MACHINE EXAMINER - L.Morgan – J.Northcotts, 1949 B33 ,

For club rego -Passed

GENERAL BUSINESS:

1) Thanks to L. Elliot for the March Club Day Poker Run . R.Bittner was the winner .

2) April Club Run – R.Webb – Sidecar Pie run to Denmark , Two pies for those with a sidecar! Trailer backup-B.Wolfe

3) Discussion re Chalet Curtains -Chalet Committee to resolve

4) Chalet cleanup/ Disposal of surplus equipment. Thanks to those who helped.

5) Vintage / Classic Club have had website changes

6) General agreement to have a luncheon at Sandalwood in June- P.Armstrong to make enquiries re cost etc. Club may pay for 50%

7) Advanced rider training /refresher course- J.Banks advised possible costing / no.s required ((10/15). Discussion whether the Club subsidizes. Members to be emailed (A.Duncan) to seek EOI,s

8) J.Banks advised regarding custom made earplugs – May be possible to use provider when in Albany

CLUB RUNS: May, Sun 8th - L.Morgan, R.Hawkins, June, Sun

12th- Sandalwood Lunch ?, JuLy, Sun 10th – Flourish

Cambodia ? I.Redman to advise, August ?

September- Pie run Mt Barker, A Wust

COFFEE RUNS – See advisory email

NEXT MEETING – Thursday 5th May – Chalet

Redmond Emu Point Ride - Sunday 8th May

Competing with Mother's Day and with a couple of covid casualties, our rider numbers were reduced to twelve. The ride was in two sections, the Old Gaol to Redmond and Redmond to Emu Point to be covered at an average speed of 57.5kph. This confused everyone. Due to Albany's ring road construction a new route was devised to incorporate the bridge over Albany Hwy. Aidan just thrashed it all the way to Redmond with a manic grin on his face. John Banks took it literally and sat on exactly 57.5kph causing traffic congestion on a Sunday. Manfred cruised along smelling the flowers and won the section by being just 10 seconds off the target time. Jasmine was 19 seconds away and Graham 26 seconds.

Iced coffee and cake for morning tea, then off to Emu Point for lunch. Again, Aidan saw Milbrook Road as a thinly disguised racetrack and was first to Emu Point. Manfred was smelling the flowers and Lloyd was still trying to start the Ariel. Lloyd has a reputation for picking up the hoon award, but the hard starting Ariel consumed all of the excess time and he came in as the winner with 1 minute 55 seconds off the target time. Manfred a close runner up at 2minutes 4 seconds off. Banksy got a consolation prize for being the hardest tryer, plus 4 minutes 54seconds to Redmond, plus 5 minutes 17 seconds to Emu Point.

Thanks to Ron for being my fellow organizer and driving the backup. Thanks to all the participants for a great day out.

Lynton



ALBANY SECTION VMCC- MAY MINUTES - Chalet Little Grove 7.30pm Start

President; L Morgan, Secretary; A.Duncan, Treasurer; J.Banks – Members Present 12 Apologies 6

PRESIDENTS COMMENTS: Thanks to R.Webb for Sidecar /Pie Run to Denmark . Excellent attendance given the wet day, 29 Riders, 13 Concessional. Thanks to S.Fiander for the Easter Eggs .Thanks to R.Wolfe for replacing Little Grove Chalet curtains.

PREVIOUS MINUTES – Moved C.Prescott,Sec A Wust Passed Correction noted re spelling mistake for C.Prescott

BUSINESS ARISING FROM PREVIOUS MINUTES:

A vote of thanks moved by L.Anderson , Sec J.Banks , Passed -To acknowledge R.Webbs Sidecar/ Pie Run.

J.Banks updated members on his endeavors in facilitating a M/Bike instruction course to be held in the spring (Date not yet confirmed) . He has written to a provider in Perth.

ALBANY MAY MEETING MINUTES CONT'D

No reply currently. Use of a car park area is possible.

P. Armstrong's June club run will be to Sandalwood and this will conclude with lunch.

INWARD CORRESPONDENCE: Smoke Signal Magazine (circulated)

OUTWARD CORRESPONDENCE: J.Banks regarding rider instruction course.

Moved L.Anderson, Sec B.Morrell Passed .

TREASURERS REPORT: On 31/4/22 Bank Balance \$ 10648.99 – See att. Full summary- circulated.

Moved B.Wolfe ,Sec I.Redman Passed

GENERAL BUSINESS:

1) Discussion regarding circulation of meeting minutes to all members. Points noted – Vintage Chatter is not monthly, Albany VMCC contributions are dated on receipt by members. Several elderly members are reluctant / unable to drive to night meetings. If a member misses a meeting, then continuity re issue etc. is lost. Some members have conflicting commitments. Comment was also made that circulating minutes may discourage meeting participation. Moved B.Wolfe , Sec B. Morrell That Albany Section VMCC Minutes be circulated to all members . Passed

2) May Club Run – Time run, R. Hawkins and L. Morgan . To Redmond and concluding at the Squid Shack 92km. Average speed 57 kmh . Backup trailer M .Fiechtinger.

3) Vintage Chatter Magazine – Contributions etc. close on 28th May

4) Discussion regarding Christmas poster design

5) The chalet Committee presented a bill for annual rent, \$2000. Moved L.Anderson , Sec . R. Hawkins that this be paid in full. Passed

6) J.Banks raised the possibility of visiting speakers – Discussion

7) Members were reminded to be vigilant in relation to turning indicator use / cancellation – A.Duncan noted that some members are riding without indicator cancellation

8) B.Morrell – This August is the 40th anniversary of the Albany Section VMCC. Discussion

9) Sandalwood Dinner (June) Discussion regarding Club contribution. Moved A.Wust,Sec B.Wolfe – That partners of financial members have the main meal cost covered by the Club Passed . One aspect is recognition of those partners who have contributed re Gypsy Tour, Charity Run etc.

10) Coffee Runs – As circulated

11) Forthcoming Club Runs ; June 12th - P.Armstrong, July 11th - I. Redmond – To be confirmed, August 14th - J.Banks, Halycon Military Museum ?, September - A.Wust , Pie Run ,Mt Barker, Gypsy Tour Nov 19/20th.

12) Chalet Committee have a booking system to be utilized by users.

Meeting Closed 9.35pm

ORABANDON 2022

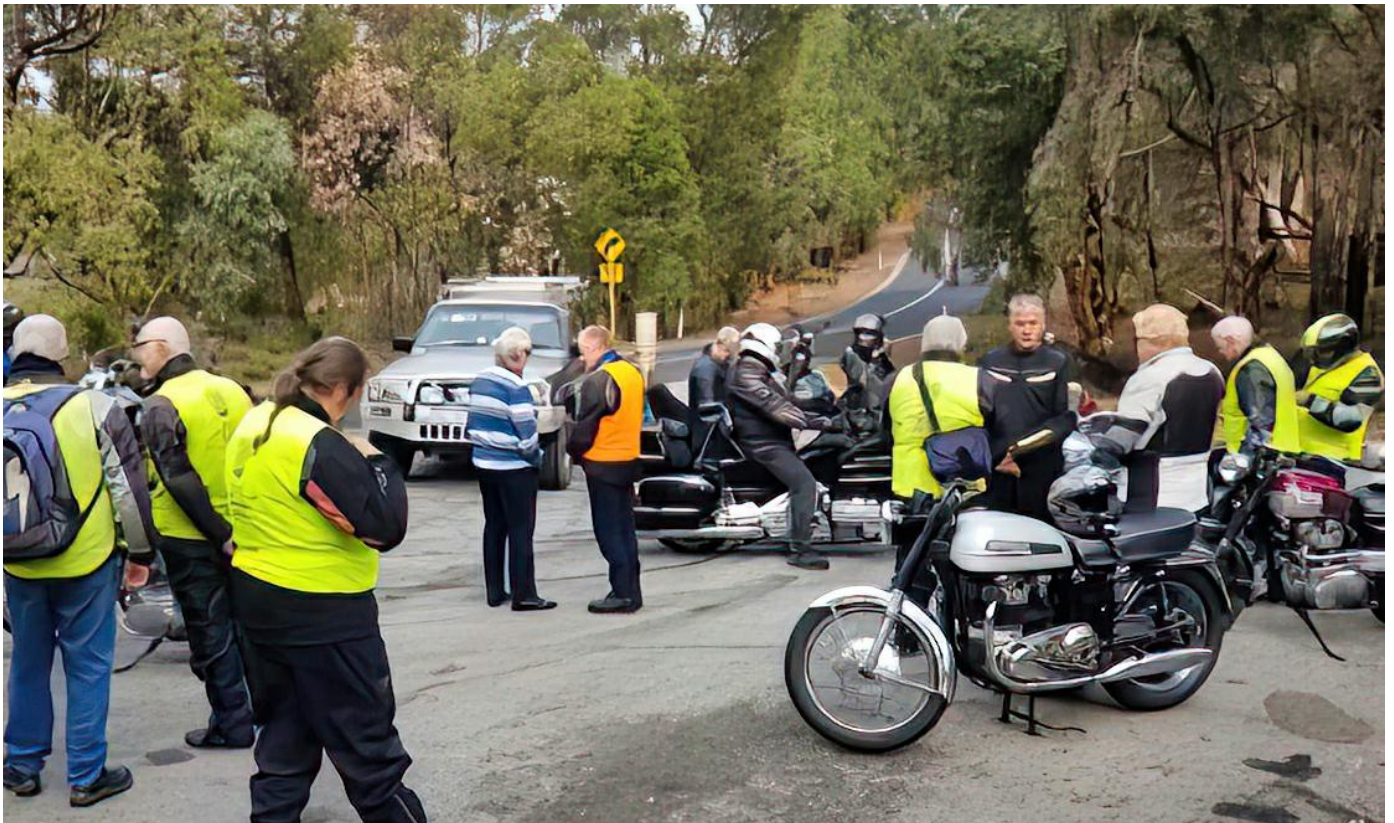
September 22/25 2022 - Orabandon/Perkolilli (Red Dust revival)

The popular Orabandon Annual event will be held at Kalgoorlie in September 2022 to coincide with Red Dust Revival at Lake Perkolilli. Coordinated by Richard Argus. The event is now fully subscribed. For those who have registered the entry fee for this event is \$35 per machine entered. Please pay to the following bank account well before September stating your name as the reference. To BSB:126547 Account:21998757.



Chittering Run

If you didn't come along you missed out on a cracker. The weather gods were kind, a diverse range of bikes and riders and fantastic roads. The Tailwinds Cafe in Bullsbrook was a great find as the Orchard is closed. Thanks to Eric & Flo for the backup. *Stephen Hills*



MINUTES OF MONTHLY MEETING - 4 May 22

Held at Wattle Grove commencing at 8.00 pm

Chairman: Les Vogiatzakis, Secretary: Richard Argus, Treasurer: Jim Douglas - Apologies: Colin Tie, Adrian White, Murray Barnard - Members Attending: - 38.

1. - Microphone Usher: - Jim McGregor **2. - Visitors:** Three; Maria Cadzow, Craig McDonald, Greg Lawson

3 - Welfare report - *Adrian White* - Colin Tie has had a setback and will be receiving Chemotherapy in the near future. He is still planning to attend Orabandon / Perkollili, but would appreciate calls or visits from members.

4. -New Members applications - *Mario Cudini* - Membership applications have slowed. For the four months Jan – April there have been 24 new memberships welcomed into the club.

5. – Chairman's Report – *Les Vogiatzakis* - Members are welcomed back into the hall as we resume formal meetings; very pleased that we are able to meet inside for the first time this year.

6. – Secretary's Report - *Richard Argus* - Red Dust revival; 10 places left for motorcycle entries; contact secretary for a link for on-line entry. Committee are pleased that Bob Carey has come forward and offered to take over from Keith Weller at the end of the year, in the spare parts store.

Inwards Correspondence

CMC WA (Tony Ford): Draft minutes of Feb GM, and agenda for upcoming April GM. - Draft minutes of 18 April GM - Information (forms) from Murray Lzatovich re DoT concessional licensing audit process and requirements. - Vehicles required for Kid Snow film in goldfields; era from 40's to 60's.

ESM Strata (Belinda Pfister) - Requirement to confirm our details as an occupant, prior to insurance renewal. Insurance renewal documents. Response to VMCCWA questions re insurance renewals. Strata Company Levy renewal (cc to treasurer).

John Moorehead; delegate's report CMC General Meeting 18 April.

Andrew Hobday: re committee's policy on Covid vaccination, and questioning the safety of corner markers on runs.

Gerald Connolly; resignation from committee.

VMCC – Albany section; correspondence re Albany Chalet options.

Fremantle Ports (Neil Stanbury); invitation to have activity (display) in "B" shed

Outwards Correspondence

ESM Strata (Belinda Pfister) - questions re property insurance renewal. Details confirmed re our occupancy status.

Andrew Hobday; response confirming issues raised will be discussed at May committee meeting.

7. - Finance Report - *Jim Douglas* - Nothing to report other than finances are really good shape.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - *Murray Barnard; Communications Officer* I have continued to develop and improve the website. Please log on and explore; it should be easier to use. Feedback will be appreciated. I have added map links to clubrooms, social meets etc so people can find their way easily.

8.2 Library report *Ken Vincent, Librarian* Thanks to Paul Barnes for donating books re BSA. Paul Dean and Peter Tutt have books outstanding; please contact the library. If anyone is going to Albany, then we have books requiring delivery to the Albany Section.

8.3 Spares report: *Keith Weller, Spares* - All going well. Plenty of oil in stock. Still sorting out parts lots for the "Mammoth Sale". More shelving required for parts storage in the Maddington unit. "Mammoth Sale" will be held on June 19th, at the Maddington unit. Lots will be subject to ballots, commencing 9.30 am. The Post 70's section will conduct a BBQ.

8.4 Registrar's Report: *Lat Fuller* - Since the last report in November the following activity has taken place

New 404 Registration

18/02/2022	916	Jim Robertson	1708	AJS E2 1925combo
13/03/2022	1797	Paul McCartney	2128	Norton Dommi 88
12/03/2022	1730	John Lawton	2130	Norton Commando
13/03/2022	1743	Steve Johnson	2133	Triumph Bonni
26/03/2022	1309	Stephen Hills	2138	Moto Guzzi MkIV
30.03.2022	813	Ian Lambert	2129	Norton Commando
30/03/2022	588	Jeff Linley		Royal Enfield
01/04/2022	1162	Brian Wren	2124	MZ ETZ250
06/04/2022	1656	Zeljko Trlin	2026	Ducati Panthah
13/04/2022	1519	WalterCattelino	2141	Harley D350 Ae

Transfer from full license to 404

7.11.21	1652	Clive Rawson	1333	BSA Victor
11.11.21	1789	Tony Sjogren	2118	Suzuki Katana
20.12.21	1730	John Lawton	2016	YamahaRD250
01.01.22	948	Kevin Willemin	2082	kawasakiZR250
3.12.21	1783	Shane Ulrich	1316	BSA A7
18.01.22	1045	Barry Scorer	2119	MotoGuzzi T3
31.01.22	1787	John Gray	2125	Moto Guzzi902
02.02.22	1611	Ryamond Oliver	2116	HarleyDavidson
13.3.22	813	Ian Lambert	2132	Suzuki GS750T
18.3.22	804	Phil Melvin	2134	Moto Guzzi LM
15.04.22	1806	Karst Vant Sant2142		HarleyD FXSTC

Transfer of Ownership

03.1 2.21	110 6	Ian Redman	1783	Shane Ulrich	131 6	BSA A7
31.0 1.22	209	Keith Perrie	1519	Walter Cattelin o	556	BMW R100
04.0 2.22	512	Paul Armstrong	1798	Russell Hubbar d	179 8	Harley Davidson
14.0 2.22	117 6	Roger Bittner	497	Murray Barnard	152 5	HondaCB50 OTT
15.0 2.22	121 1	Colin Burton	813	Ian Lamber t	204 5	Moto Guzzi LeMans
20.0 3.22	497	Murray Barnard15 27		Jeff Sanders	164 7	FN 1927
20.0 2.22	497	Murray Barnard15 27		Jeff Sanders	159 1	Suzuki GT500
23.0 3.22	110 6	Ian Redman	1790	Antho ny Hick	136	BSA 600
29.0 3.22	159 6	Nat Brazzalott o	1701	John Mulren nan	148 7	Kawasaki Z1000A

8.5 Dating Officer's Report: *Maurice Glasson* - No bikes were dated for April. Several inquiries as to procedures have been made to me and bike dating forms are currently being prepared as a result.

8.6 Dating Officer Post 70: *Jeff Sanders* - Since the last report in December there has been 25 machines dated. 3 x Honda's, 5 x Norton Commando's, 2 x Harley Davidson's, 4 x Moto Guzzi's, 2 x Ducati's, 1 x BSA Lightning, 1 Yamaha FJ1200, 3 x Suzuki's, 1 Triumph Bonneville, 1 MZ 250, and 2 x Kawasaki's

8.7 CMC Member Representative: *Les Vogiatzakis / John Moorehead*.

John Moorehead attended the CMC general meeting held 18th April and provided report as follows: The VMCCWA Secretary has received the complete minutes for this meeting from the CMC Secretary. The following key points are highlighted.

1. Concessional Vehicle Licencing. The Department of Transport (DoT) have advised that it is envisaged that no changes will apply to the existing Code 404 scheme for the next twelve months. Dot asked the CMC to update the Concessional Licence Code 404 Information Booklet with reference to the current rules. This work is now completed and the draft is with DoT for approval prior to publishing of the Booklet.

As the Concession for Classics (C4C) scheme has now been in place for some 12 months DoT are reviewing the requirements following comments from various Clubs.

2. DoT have commenced a rolling audit of Clubs authorised for Concessional Licence schemes. Some 15 Clubs have been selected for this initial audit.
3. The proposed disposition of surplus funds in the CMC accounts has been deferred until the subject of CMC Taxation liability has been finalised. The CMC now have the task of reviewing accounts over the past twenty year to comply with the Australian Taxation Office. At the meeting it was surprising to hear that many delegates thought

that motoring Clubs incorporated under the current Associations Act and with the appropriate "not for profit" clauses in their Rules (Constitution), were exempt from Income Tax and the like. The Secretary explained that Clubs benefit from the fact income from members, eg fees, sale of parts etc is not counted as assessable income. However, income from other sources eg interest from bank deposits, money from non-members, in excess of \$416 in a financial year is taxable.

9. Events Coordinator: *Stephen Hills*

9.1 Events Past

No past events to report on. The Busselton Two Day was cancelled because of lack of entries.

9.2 Events Future

Orabandon / Lake Perkolili: 40 attendees so far (29 riders). All rooms at the Tower Hotel are taken but more riders welcome if accommodation can be organized.

10 Regalia Report: *Andrew Hobday* - No report

11. – General Business - Nil

12 Bits & Pieces

Andy Miller is looking for late model Bantam parts required, including an engine. Trevor requires a T150 rocker box. Trevor can also recommend a vapour blasting provider; rate is \$50 / hour. Colin Tie asking for the top panel of a Gold Star tank to be repainted.



Roaring 20's Run

ROARING 20'S RUN MAY 22: Winner of "In The Spirit of the Event" went to Brendon Mckay on a 1913 belt drive Triumph, best Veteran went to John Keenan on a 1916 as found Indian, best Vintage went to John Colman on a 1928 Matchless, best Small Bike went to Dennis Cranston on another of his "resorations" a 1923 Raleigh, Hard Luck went to Dave Alderson on a 1913 Triumph that had a broken drive pully and was unrepairable on the side of the road & a prize went to all the Veteran bikes on the run.



Here is a list of all the riders on the event: Geoff Coole 1928 Indian, Ken Vincent 1929 Velocette, Peter Lawson 1925 Norton, Ricky Frazer 1926 Sunbeam, Steve Turner 1912 Corah, Jeff Bromilow 1923 B.S.A, Tristian Clark 1913 Triumph, Greg Boothy 1930 Norton, Roger Bowen 1929 B.S.A, Michael Rock 1910 Triumph, John Colman 1928 Matchless, Dave Weeks 1928 B.S.A, Dennis Cranston 1923 Raleigh, Lat Fuller 1917 Douglas, Gary Tenardi 1929 Ariel, Tony Hynes 1928 B.S.A, Bob Whittingstall 1929 Norton, Dave Alderson 1913 Triumph, Murray Rudler 1929 Norton, Tim Hesford 1928 Triumph, Tim Harding 1928 Sunbeam, Chris Cooke 1924 Norton, Peter McDonald 1912 Norton, Huw Jones 1927 Calthorpe, Hamish Cowen 1928 Indian, Graham Hammond 1928 Indian, Mick Beckingham 1926 Norton, Clint Franke 1926 Triumph, Brendon Mckay 1913 Triumph, Carl Montgomery 1928 Scott, Geoff Burkin 1926 Sunbeam, Kevin Badby 1927 Norton, Greg Machin 1930 Rudge, Lachin Matthew 1926 Indian & John Keenan 1916 Indian.

Thanks to all the organizers, Sue and Peter Lawson and Greg Boothey, & all helpers- *Ken Vincent, Pre 31 Chair.*



ROARING TWENTIES - AN OVERVIEW

There's a happy air of anticipation as riders assemble prior to the eleventh Roaring Twenties, in Boyanup. The run is the brainchild of Ken Vincent, who ran it the last ten years, and has now handed the reins (handlebars?) to Greg Boothey and Peter Lawson. Peter's wife Sue made a major contribution to the success of the rally, and had a very busy weekend making sure all went to plan. This event attracts members of other clubs, so lots of friendship renewals are enjoyed. There's a wonderful collection of bikes, the majority painstakingly restored, but there's also some riders of machines in "as found in a barn" condition, with of course, suitable mechanical fettling.

The weather is perfect Autumn- cool, still and sunny, as all bikes depart. The route has been well researched by the two very experienced organisers, and it shows. Almost no main roads, no gravel, there's untold miles of mostly smooth, flowing bends, corners and hills, through hilly pastures to dark green forests, beautiful. Even the grazing cows look content. It's a pleasure to drive in the back-up van, so how good could life be on a motorbike? Heaven! Virtually no traffic, and such as there is, accommodating to "funny old motorbikes." There's been quite a lot of recent improvements in the condition of the roads too, very welcome. The overnight stop at the Nannup Hotel is basic, good hot showers and cold cider, the food's good pub grub, in a creaky old building very appropriate in the circumstances. Also, it's good value. Jeff Lindley's father, Ken, an accomplished guitarist and singer, at eighty-four (!) provided entertainment, to the obvious approval of the locals. Well done!

The evening's atmosphere was enhanced by the appearance of those who dressed in 20's attire, notably Janet Alderson, Cathy

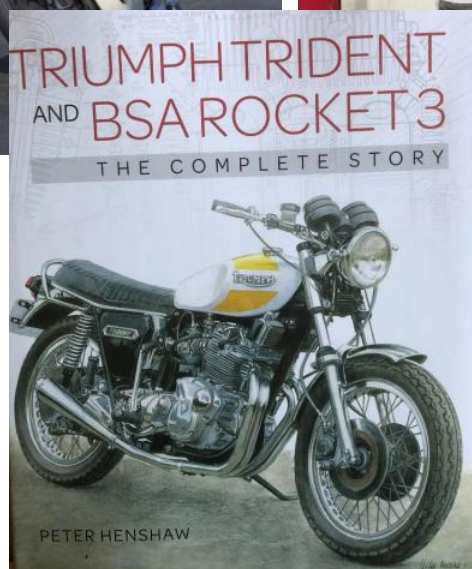
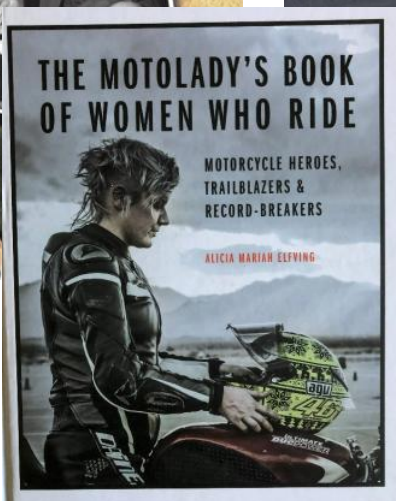
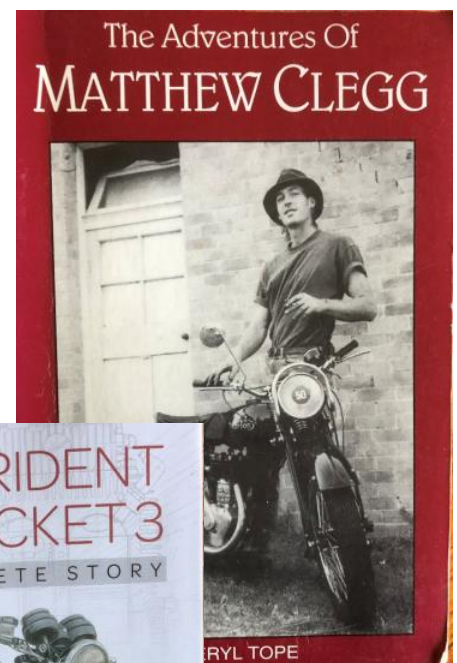
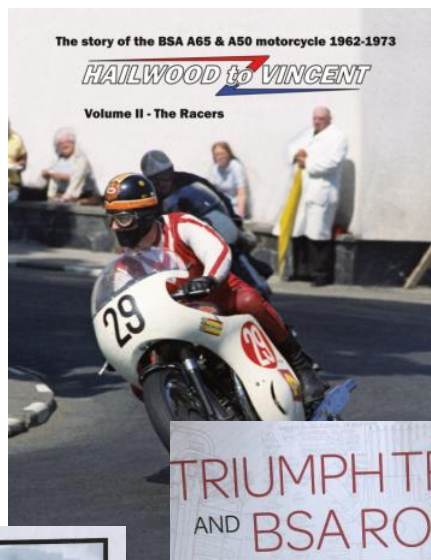
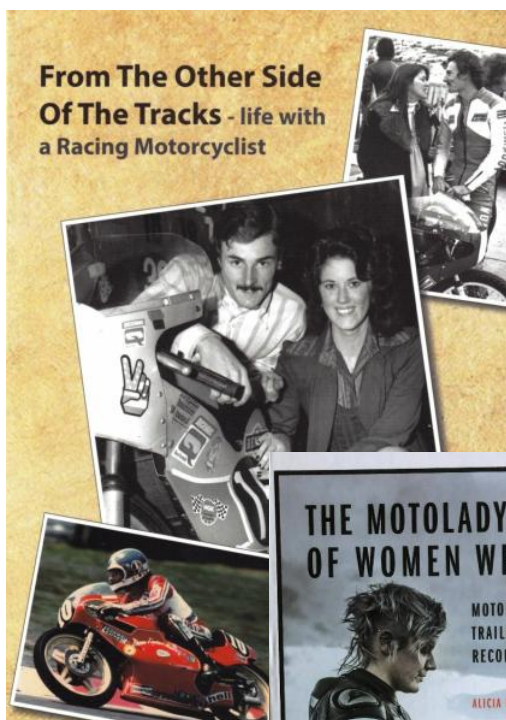
Turner, the Lawsons and Amelia Earhart(!), plus Ken Vincent, sporting a truly splendid curled up moustache. How long did that take to grow, Ken? It would be nice if more dressed this way - maybe time for an incentive, a bottle of something nice at dinner might help. I wonder, during the 1920's, did any of our then-new bikes pull up at the then- new hotel, and down a quick pint?

Sunday morning is pretty much a carbon copy of Saturday. The townsfolk are given the opportunity to view our treasures, lined up in front of the pub, then off we go. The back-ups start to earn their keep, with a few on trailers, though I didn't hear of any disasters, either mechanically or accidental. Very impressive were the pumpkins outside the produce shop in Kirup, the heaviest of which was a few grams shy of eighty kilograms. "Just nip down to the shop and get me a pumpkin, will you dear, as I want to make pumpkin soup!" Yeah, right!

Back at Murray Rudler's house, we enjoyed a barbecue organised by the local P&C, very nice, thank you. Judges Chris Cook (last year's winner), Ken Vincent and Macca congratulated the Rally prize winners. Back-up Jeff Lindley, and Morgan Harding, who offered space on her trailer for extra back-up were enthusiastically thanked for their vital contribution, as was baggage transporter yours truly.

The whole weekend was an example of what a club such as ours should be doing. It's really the reason we exist, and it's positively therapeutic (Ed. *which is why we have similar events open to all members e.g. Orabandon & the Gypsy Tour, join in now*). Two hundred kilometres of beautiful South-West Australia, with good company thrown in. Monday morning has a better feel about it than most Mondays. Congratulations and thanks to Ken, Greg and Peter, with special thanks to Sue. Well done! *Adrian White*

Recent library acquisitions:



This article is printed with the permission of Brook Henry, owner of VEE TWO ENGINEERING (<https://www.veetwo.com>). It should be of interest to any owner of an air-cooled 4 stroke motorcycle.

WHAT ENGINE OIL DO WE USE AND RECOMMEND FOR DUCATI BEVEL ENGINES YOU ASK?



Well, lets open up that old can of worms! It is a common question we receive and thought it might be a good time to put together some information that will answer these questions and more.

Is brand of oil important?

No, if the Brand is a recognised brand and the grade of the oil is correct, then use it. The following points are more important than brand.

Is weight/viscosity (SAE Grade) important?

Yes, and here is a bit of a dilemma. A Bevel engine along with lots of other (motorcycle engines) has the same oil in the gear box as it does in the engine. Problem is that the engine has particular requirements as does the gear box. There are not a huge number of oils that can satisfy both parameters.

The engine and more importantly the piston rings and cylinders do not like thick heavy oil. The rings are not designed to control such oils. A heavy weight of oil can make its way past the oil control rings and get into the combustion chamber causing other issues. Having said that the gear box does not like thin oil and requires what is called an EP (Extreme Pressure) additive. This is because of the shearing action of the gears when under load. Some motorcycle oils that are Multi Grade actually state on the container that they contain these EP additives to protect gear box components but also are of a viscosity that enables the rings to control the oil on the cylinders. The above is a statement of engineering fact not an opinion. For this reason, I recommend to anyone who asks what is a suitable oil in their Bevel? Use a Multi Grade oil designed for engines that use the same oil to lubricate the gearbox and have an EP additive or meets JASO MA.

In years past people used 50 weight oil. Not sure of the rationale behind the Mono 50 grade oil thinking, but I can tell you from looking inside 100's of Bevel engines over the past 45 years the engines that have run Multi Grade oils with EP additives are in far better condition all round compared to engines using straight 50. Also, the sludge traps in those using Multi grades are by far a lot cleaner.

The factory hand book for a 750 GT recommends Agip S 50 Racing oil and recommend changing it every 2000K's. The SD 900 Darmah hand book recommends Agip Sint 2000 20/W50. These engines are identical in most ways. The factory obviously changed their minds on the Mono grade oil.

There is also another reason Multi Grade oil looks after a Bevel engine more than the heavy Mono grade oils. Bevel Twins are an air-cooled engine. The oil not only lubricates, it is also the medium in which all the heat generated by the engine is transported

(conducted) from the component generating the heat to the aluminium of the engine and ultimately into the cooling fins via heat transfer and then from the fins into the air passing over the fins. Again, the above is an engineering fact not an opinion.

Thick Mono grade oils do not conduct heat anywhere near as well as thinner oils.

Over the years I have done a huge amount of experimenting with oil types and variations in my race bikes. The difference between engine temperature in the same conditions between Mono Grade 50 and Multi Grade 20/40 was in the vicinity of 20 degrees C. Heat is the enemy in any engine when it is not controlled. There are optimum temps we should aim for. However, exceeding these are extremely detrimental to performance and reliability.

Because our Bevel Twin engines are air cooled and can struggle at times in some conditions to dissipate the heat they generate. A thinner oil will assist in this due to the properties of thin oil in comparison to the thick oil. A good quality Multi Grade with an EP additive is in my opinion the best choice.

Should I use full synthetic, semi synthetic or mineral based?

Synthetic oil can have some extremely good advantages over mineral oil. However, in most cases it is not suitable in any way for Ducati Bevel Twins. Again, I have experimented with this in my Race bikes. An advantage of Synthetic is that it is made in some very wide ranges of viscosity. 10/60 or 0/60 is not uncommon. This thin oil has incredible heat transfer properties and make remarkable reductions in engine temps especially on a race bike.

There are two major draw backs that prohibit us using it in STD Bevel engines. Our Bevels have a wet clutch that is at best only just capable of transmitting the power the engine makes to the rear wheel. These lightweight Synthetics are not compatible with 1960 technology in clutch plate materials and cause clutch slip in a big way. Once the friction plates come in contact with the Synthetic oil it is almost impossible to remove it and get the clutch to grip again. So, our 60's style Bevel clutches do not like Synthetics.

More importantly there is an issue in the way our Bevel gear boxes are designed in the fact that some of the gears on both main shaft and lay shaft free wheel on these shafts. They do not run any bearing as such they just run directly on the shaft itself.

Synthetic oil is not suitable for this type of high shear load and if Synthetic oil is used in most cases the free wheel gears will simply seize on their respective shafts.

I have experienced this situation on many occasions. I have seen Bevel engines changed to synthetic oil and only managed 10 Kilometres before locking the gearbox solid.

Current technology and post the 6 speed Ducati twin gear box, the use of needle roller bearings and pressure fed oil to both main and lay shafts in the gear box keep these free wheel gears well lubricated. They also use dry clutches or wet clutches with a suitable friction material as std. Both these changes allow the use of lightweight synthetic oil in these engines.

My last versions of our Race engines also used lightweight Synthetic oil.

To do this firstly I was running dry clutches but more importantly I manufacture the layshaft of the gear box with an oil feed up the centre which helps feed oil up the shaft and out into the free-wheeling gears. This gives oil flow to the gears and stops them seizing on the shafts. I do offer this modification to customer engines.

Every engine rebuild we do at Vee Two is test run in our workshop. We run these engines on a run-in oil which is a straight Mono grade 30 weight. The reason for this is so that the rings get the opportunity to bed properly into the cylinder. We do not assemble the rings and bores with any oil. The gudgeon pin is assembled with a Moly lube however the cylinders and pistons are assembled with DWF. IE CRC or WD40. Again, we have done a huge amount of testing on this with race and road engines. The method we have developed for assembly allows the rings to seal on the bores and stay sealed for the life of the engine.

I learned this procedure from looking at F1 engine assembly technology. Prior to adopting this method, I was finding engines assembled with oil on the bores and rings suffered oil consumption from day one and although did not blow smoke from the exhaust they just continued to consume oil. Up to 500mm per 2000 ks or less.

So thus, the reason we assemble cylinders with DWF and run the engines for approx 20 to 50 Ks on the 30 weight and then go to a 20/50 Multi Grade.

If the customer wants a middle of the road oil and is going to change it around 2 or 3000 Ks then a run of the mill motorcycle oil from any reputable brand like Shell or Castrol in a 20w50 is perfectly acceptable. For something higher end we use Motul Mineral Classic 20W/50. This is around twice the price however it will do more than twice the mileage while still being acceptably close to the standard of the time of our engines. Manufacturers are changing and developing oils all the time. Hard to keep up sometimes. For example, in 1998, the Japanese Automotive Standards Organisation (JASO) introduced the MA specification. This is for multi grade oil in motorcycle engines with a wet clutch and gearbox using the same oil as the rest of the engine. This has become the

more commonly advertised and OE required spec on oil bottles and in owners manuals. The oils we recommend today may be superseded tomorrow. We take our quality control and continual improvement seriously.

Also worth a mention is the use of chrome cylinders (Nikasil Plating)

This process was used on the last of the Bevel engines both 900 and Millie.

There is varied instruction for running in these Chrome cylinders. I have used these cylinders extensively on my later version Race bikes. We also run them in our Ritorno Engine. I have used Italian OEM Ducati Chrome Cylinders and I have had my own cylinders plated in Australia, New Zealand, England and the USA. In regard to running them in I have used recommended lubricants from the manufactures. They all recommend a "light engine oil" for assembly. Interestingly, one recommends neat two stroke oil? They claimed it was better protection than normal engine oil. I have never done any comparisons on this.

Chrome cylinders are becoming normal in pretty well all engines these days. They are a very good thing and have huge advantages over cast iron. More on that in the near future.

Do you make a high flow oil pump?

Yes. We do manufacture high flow/pressure oil pumps however, these are for use in our Ritorno engine and plain bearing conversions in factory bevel twins only. They are not for use with a needle roller big end.

Your Bevel engine uses a Roller Bearing Big End Assembly. Roller Bearing Big Ends are not designed to run high flow and high-pressure oil pumps. Many Roller Bearing big ends only have a splash feed oil supply. Over Supplying oil to these big ends is very detrimental to their operation and longevity. The oversupply of oil causes the rollers to skid and not rotate as they are designed to do. When the rollers skid, they develop small flats on them and the big end will fail prematurely.

Roller Big Ends have been around in motorcycles for many years. They are also used in many of the late model 4 stroke Moto X engines. Many of these later engines do not have pressurized oil feed to the big end. They rely totally on oil mist and oil splash to supply oil feed to the big end.

Laverda Triples have never had a direct oil feed to their roller big ends. Again, they rely on what is called an oil slinger. This is a method of collecting oil and oil mist from what is floating around the crank cases. The oil is collected within a thin metal disc fixed to the side of the crank shaft and then directed into the big end assembly. There is no pressure or direct oil feed at all. Interestingly, Laverda crank shafts and big ends do huge milage before requiring any attention. As a comparison Ducati Bevel big ends do not do any where near the same milage before failing. The Laverda Tripple engine was one of the most reliable engines in endurance racing of that time. Interesting fact since they only rely on a splash and mist feed to the big end.

I have had Bevel engines arrive in my workshop seized or locked up. On inspection I have discovered an issue with the oil pump drive gear being either broken or come off the oil pump. These engines failed because the oil feed to the rear head was zero and the rockers and camshaft simply melted and destroyed themselves. On inspection of the engine and big end assembly the big ends had no damage or showed any sign of overheating even with zero oil feed from the oil pump.

I suspect that people hear talk or discussion about high output and high flow oil pumps that are fitted to various engines for whatever reason. These improved output pumps are all for Plain Bearing big end assemblies. Plain bearing big ends are a completely different mechanical component and none of the mechanical properties of these two bearing types are remotely the same.



We manufacture a replacement oil pump for both Square and Round case Bevel Engines. They are made to exacting tolerances and there has been a huge amount of R&D through racing and Dyno testing to develop these products. They do not cause the Big End Rollers to skid and they supply the correct pressure and volume for the clearances built into our big end assemblies. They are also compatible to the STD Ducati Roller Big End. Roller Bearing Big End design and development over the years is another and a very interesting subject for another time.

Brook Henry

Numb Bums & Oily Rags

OILS AIN'T OILS: As IL Capo famously told the hapless Sol. And it's truer today than ever before. Del is a long term friend, who runs a very well established and respected vehicle service centre. He's also a motorcyclist. Waiting for my vehicle, wandering round the workshop, I noted there was a whole wall stacked with 20 litre packs of oil. I commented on this and Del said "yes, there's lots there, but look closely and you'll see they're all different. Sure, there's a line of 10/30, but look on the label." Sure enough, each container had a different coloured strip under the viscosity numbers, and each displayed a different specification. And woe betide the service person who uses the wrong oil! When Holden introduced the Jackaroo, many years ago, friends on a major farm purchased two. Within eighteen months, the engines were terminally worn out. Holden's answer, "wrong oil!" They're still puzzled how the quality oil they use in every other diesel on the property (and there's plenty, some of which work harder than any Jackaroo ever did) can't successfully lubricate something so basic. So am I, knowing nothing about oil. To be fair to Holden, the manual did specify the correct oil, and until then, just knowing the viscosity was enough. Not any more. A similar situation exists with transmission oils, though not to the same extent. Do we have, in our Club, anyone knowledgeable to enlighten us? Would be an interesting talk at a meeting.

GOOD PROBLEM SOLVING (you'd employ this guy): A friend of Del's, also a motorcycle tragic, has a shed full of bikes, some restored, some part way there. He's very active with his bikes, and there's a few he'd like to own, but has come up against the ultimate roadblock - his wife. "You've Got Enough Motorcycles" declared "she who must be obeyed", and so it was until our hero fell in love with another bike. He responded to the advertisement, viewed the machine, and just had to own it. Money wasn't an issue. He made an unusual request of the vendor - would he mind if the bike could be part dismantled before being taken away. The surprised vendor agreed - it was no longer his bike, but curiosity sought a reason. "It's to prevent World War Three," began the explanation, "my wife won't let me buy any more bikes, but she accepts I need parts, so parts I'm obviously buying. I can safely drive past the kitchen window without lighting the fuse." Apparently this ruse has been deployed more than once. I just hope the lady in question never reads this, she might just join the dots together!

Pre31 Section - Summary of Minutes

Meeting No. 416: 27-04-2022

Members Present: Greg Boothey, Greg Hughes, Peter Lawson, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan

Financial Report - Westpac account had \$3070.86 on March 24th and \$3688.13 on April 28th.

Past Events

20 through 30 - 03, Tassie Tour, by the British Motorcycle Club of Tasmania. Greg Boothey and Peter Lawson gave a report. There were three 3 riders from WA and Greg won the most original bike award.

3 - 04, Old Hotel Run by Jeff Sanders. There were 5 riders.

Bits & Pieces

Greg Hughes passed out cards for the Electroplating Div. of Hi-Precision Eng. in Maddington. They do cadmium and zinc plating, and sand blasting. The contact there is Shaun at phone no. 6118 1685.

Greg is looking for a 2.50/2.75 x 18 trail bike tyre, and Greg has a new 3.00 x 18 road bike tyre for sale for \$40.

Greg showed a 20l drum of Castrol Alphasyn EP220 gear oil he has available. Greg's phone no. is 0459 552 964.

Peter Lawson showed a 1914 BSA crankshaft, and Greg Boothey showed a BSA M20 crankshaft, and a 1910 Triumph crankshaft.

Peter also showed new rubber handlebar grips, a footpeg rubber and a petrol tank rubber he purchased new from the UK.

Ken Vincent showed an 1897 micrometer with BSA written on it, a spark plug gapping tool, and some old coins.

Art Woldan showed an oxy-acetylene torch and regulators he's never used and Gary Tenardi said he'd take it for his son to use.

Meeting No. 417: 25-05-2022

Members Present Greg Boothey, Greg Hughes, Jeff Lindley, Greg Macham, Tony Southall, Ken Vincent, Dave Weeks, Art Woldan

Financial Report - The Westpac account had \$3618.13 on April 27th and \$3207.29 on May 18th.

Past Events: 7 & 8-05, Roaring 20's Event. There were 35 riders and the weather was very good.

Future Events

18 & 19-06, Rocky's Overnighter, by Michael Rock. For details, in the Internet go to ihc.wildapricot.org/events

26-06, Autojumble by the Veteran Car Club, Ranford and Wharton Roads.

Bits & Pieces

Discussion about the 3d lever on the right handlebar of a Sunbeam with no firm conclusions.

Dave Weeks showed a failed gearbox shaft from a BSA Sloper.

Greg Hughes showed a Timken bearing where he had the O.D. of the outer race ground back to suit an Ariel hub. The bearing was from *Precise Motion Products, 1/1 Bellamy St, O'Connor*, recommended by Greg.

Greg showed some Ariel hub plates he had modified. Greg asked about making brake shoe friction material wider than the base shoe metal to increase braking effort, but it wasn't recommended because the unsupported material may break up.

Greg asked about getting spoke nipples plated but it was suggested the best option is purchasing new nipples from *Central Wheel Components* in the U.K. Their Internet address is central-wheel.co.uk.

Greg Macham is looking for a frame for a 1928 350cc BSA. Also, he showed two magnetos he's going to get repaired, and some BSA Sloper hubs.

Greg Boothey showed two Sturmey-Archer outer gearbox cases for 1929-1930 Nortons to explain the differences in operation.

The Wonderful Villiers Two-stroke Engine scores again

IXION writes:—

"This tiny power unit should rank as
"one of the seven wonders of the
"world."

"THE MOTOR CYCLE," May 4th, 1927

the Engine were taken from the Motor Cycle Manufacturers' stock and were not specially tested by the makers of the Engine and Carburetter.

At the conclusion of the official test the Machine was handed over to the Representative of "The Motor Cycle" Journal, who rode the Machine without any alteration or adjustment and found that power, speed and ease of starting had not been sacrificed in any way for the sake of economy, neither had the Machine been stripped to minimise wind resistance or to reduce weight, but was complete with lamps and leg shields.

Naturally, over and above the cost of fuel and oil, there are other small expenses for the Motor Cycle, for wear and tear, that can only be discovered after a long period of use.

The following extract, taken from "The Motor Cycle" of April 7th, 1927, deals with this matter fully, and shows the total cost of maintenance on such a Machine as this to be almost negligible:—

"I have used a similar model—but with chain-belt transmission for 10,000 miles, and the tyres are practically as good as new. It sounds like exaggeration, I know, but with an Engine having such a smooth impulse as the VILLIERS, one can say that time, not mileage, is the deciding factor, because I am convinced that the rubber in the little Francis-Barnett's tyres will perish with age before they wear out. And Chains?—After 10,000 miles I have just replaced the front chain (2s. 6d. I think is the price). Silence?—At 15 m.p.h. one cannot hear anything, and at 25 m.p.h. there is only a gentle purr. Control?—As easy as a pedal cycle. Cleanliness?—Since it has been in my possession the little thing has done 150 miles in pouring rain, and owing to the efficient leg-guards I have not yet had a spot of mud or rain on my shoes."

RETURN JOURNEY

It was arranged that Mrs. Grenfell, who carried out the Petrol consumption test on this Motor Cycle, should return by train from Edinburgh to London, but she was so delighted with the machine that she insisted upon riding it back by road, and the following unsolicited testimonial (which speaks for itself) was afterwards sent by her to the makers of the Engine and Carburetter.

When Motor Cycling is cheaper than walking

*214 m.p.g. on an A.C.U. Observed
Journey from London to Edinburgh*



THE VILLIERS Two-Stroke Engine, manufactured by the Villiers Engineering Co., Ltd., of Wolverhampton, England, is now recognized as the most satisfactory Internal Combustion Engine that has ever been designed. There are only three moving parts and the construction is so simple that no technical knowledge is necessary for manipulation.

The Flywheel Magneto fitted to all Villiers Engines is many years in advance of the Horse-shoe type, as there are no slip rings, electrical cut-outs, or other complications likely to go wrong, whilst it never requires lubricating as it runs on the main shaft of the engine.

Recently a Francis-Barnett Motor Cycle, fitted with a standard Villiers 1½ h.p. engine, was supplied to the A.C.U. for carrying out a petrol consumption test. Mrs. Grenfell, of London, was asked to ride this Machine from London to Edinburgh, which was observed by the A.C.U. officials for the whole journey of 395 miles. Standard petrol was purchased en route and at the finish of the run it was found that less than 2 gallons of petrol had been used, representing a consumption of 214 miles per gallon. The oil consumption worked out at 4860 miles per gallon. The total cost of oil and petrol for the whole journey from London to Edinburgh was 3s. 4d. which means about

TEN MILES FOR ONE PENNY!

WALKING WOULD COST MUCH MORE as a pair of Boots would be worn out after such a distance and even the cost of repairing would be at least twice as much as that for oil and petrol.

The Villiers Carburetter played an important part in this wonderful observed Trial. Both the Carburetter and



MRS. MINNIE GRENFELL



By Courtesy of "The Motor Cycle"

MRS. GRENFELL, at the end of her wonderful ride on the Francis-Barnett Motor Cycle, which is fitted with the Villiers 1½ h.p. engine and Villiers single lever Carburetter, Albion 2-speed clutch and kickstarter gearbox, chain drive throughout, 2½" tyres, Luggage Carrier, Leg Shields and Electric Lighting Set. The retail price is so low that it is cheaper to ride than to walk.

THE UNSOLICITED TESTIMONIAL

TUFNELL PARK
LONDON, N.7

30/3/27

MESSRS. THE VILLIERS ENG. CO., LTD.
WOLVERHAMPTON

Dear Sirs,

I must write and congratulate you on your wonderful 147 c.c. Engine.

I never would have believed it possible for a 147 c.c. Engine to pass Cars etc., en route and half throttle opening—it was difficult to throttle down to 20 m.p.h. schedule—the little Bus wanted to go much faster, it never once felt tired. I refused to return by train and was anxious to try the little Francis-Barnett without the horrid 20 m.p.h. A.C.U. schedule.

The following gives my times of arrival and departure at different calls :—

Left Edinburgh for Newcastle 3 p.m. Saturday, took Coast Route to E. or N. Berwick (via. Golf Links), met main road 25½ miles "S P" then A.I. route—arrived 8.5 p.m. Newcastle, lamp was lighted after Alnwick. Left Newcastle Sunday 10.45 a.m. (Station Hotel), stop ¼ hour en route, arrived Newark-on-Trent 4.10 p.m. Sunday. Left Newark 11.20 a.m., arrived Stamford 12.30 p.m. (35½ miles) then ¼ hour lunch stop sandwiches) Barnet 3.30 p.m. Home here before 4 p.m.

Not bad for a wee bus—showing how stupid the 20 m.p.h. Act is, considering the smallest Motor Cycle is capable of doing over 30 m.p.h. schedule.

In London Traffic the Francis-Barnett 147 c.c. is a pleasure, and delivering her to "The Motor Cycle" in Tudor Street was a regret to me, as I just loved that little engine; it starts first kick when hot and holds the road like a car over tram lines, etc.

Considering one had leg shields, wind, rain, etc., our petrol consumption to Edinburgh was wonderful.

I enjoyed every minute of the one thousand miles on the 147 c.c. Francis-Barnett.

Wishing you a record sales year of this wonderful wee engine.

Yours faithfully,

(Signed) MINNIE GRENFELL

P.S. I visited friends and relations at Newcastle and Newark

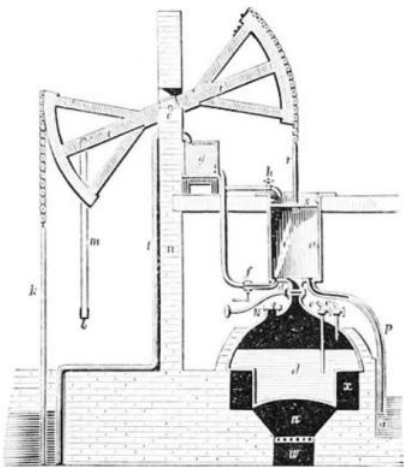
Motorcycle Timeline

From Big Bang to suck-squeeze-bang-blow and beyond

Part 2 - 1700-1799AD

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives on the most Westerly point of Russia (the Isle of Wightistan). David has kindly shared his timeline of motorcycles with us. This part takes us into the modern era.....

C1705: BLACKSMITH THOMAS Newcomen and his assistant John Caley, a plumber, were working on a steam pump to extract water from copper and tin mines in the South-West. Whether or not they knew it, the Devonshire duo combined Savery's pump with Papin's piston to produce an atmospheric engine – the world's first practicable steam engine. It was far more powerful than any of its predecessors, thanks to a lucky accident. A steam-filled cylinder split; cold water that ran down the outside of the cylinder to cool the steam and create a vacuum got into the cylinder. As a result the pressure dropped so fast that the chain connecting the piston to the pumping beam it snapped. The idea stuck...



Thomas Newcomen (blacksmith) and John Caley (plumber) made what they called a fire engine and we call a steam engine.

1707: PAPIN COLLABORATED on another steam engine, based on Savery's design but using steam pressure rather than atmospheric pressure. However this major advance stalled. In 1877 in the Scientific American Prof Charles Joy reported on a trip to Germany where he had seen papers confirming that in 1707 Papin asked Leibnitz to help him win the consent of the Hanoverian Government to navigate the river Weser with a

sidewheel steamboat. The letter, dated 7 July 1707, included the claim that "the new invention will enable one or two men to accomplish more effect than several hundred oarsmen." Joy wrote: "A mob of boatmen, who thought they saw in the embryo ship the ruin of their business, attacked the vessel at night and utterly destroyed it. Papin narrowly escaped with his life, and fled to England, where he endured great hardships and poverty, and all traces of him were soon lost, so that it is uncertain in what country he finally died or where he was buried." The professor added: "If Papin had been permitted to navigate the Weser with his ship, and to carry it to London, as was his intention, it is possible that we should have had steamboats 100 years earlier than they were given to us by Fulton. After the lapse of 100 years from the date of Papin's invention, when the first steamboat was put upon the river Rhine, the vessel was fired into by concealed marksmen on shore, and navigation was more dangerous than it is now on the upper waters of the Missouri in times of Indian hostility."

1709

ABRAHAM DARBY began smelting iron using coke. Charcoal, which had been used to produce iron since Roman times, was in short supply; coal had been tried

but its sulphur content made the iron brittle. Darby bought a derelict ironworks in Coalbrookdale to put his theories to the test – his success ensured iron would be plentiful and cheap, just when British industry needed it.

1712: MINDFUL OF the patent held by Thomas Savery covering "all imagined" uses of steam power, Thomas Newcomen teamed up with him to install the world's first commercial steam engine. It was used to extract water from a coalmine near Dudley, West Midlands so fuel was no problem.

The menage a trois of coal, steam and iron would open the floodgates to the industrial revolution which would give Great Britain its time as a Great Power. What started in Dudley would transform that part on England's green and pleasant land into the smokey powerhouse that became known as the Black Country.

1713: HUMPHREY POTTER, a lad paid to manually operate the valves of a Newcomen engine, rigged up a system of cords to automatically open and close the operating valves.

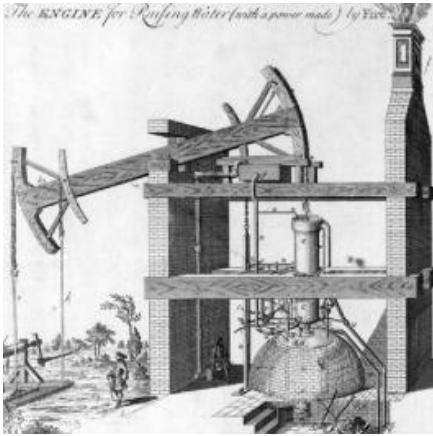
This brought high-speed engines a step closer. Young Potter also made himself redundant, but as his job title was cock-boy this was doubtless a merciful release.

A **FRENCHMAN** named DuQuet designed two carriages incorporating small windmills. One powered its wheels via ratchet bars and pinions; the other had two pairs of legs to push it along.

1718: HENRY BEIGHTON designed a more reliable version of Potter's operating system and installed a Newcomen engine incorporating his improvements at at Oxclose Colliery, near Washington, County Durham.

DESAGULIERS INTRODUCED an improved version of the Savery engine complete with safety valves.





Henry Beighton tidied up the automatic valve system that led to high-speed engines – and made this rather fine engraving of the engine Newcomen installed in Griff, near Nuneaton, Warks.

1720: GERMAN PHYSICIST Jacob Leupold started to work on the manuscript of Theatri Machinarum, the first systematic analysis of mechanical engineering. It included, decades ahead of its time, a design for a high-pressure non-condensing steam engine in which two cylinders alternately received steam and vented to the atmosphere. He attributed the concept to Papin.



Jacob Leupold's book on mechanical engineering helped spread the knowledge that would in time change the world.

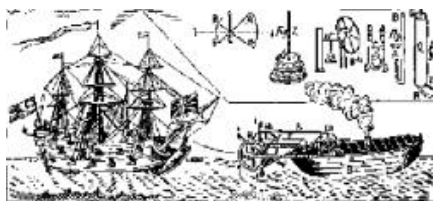
1726: DR STEPHEN HALES Hales published his Vegetable Statics, in which he described experiments for the production of "elastic fluids from a great number of substances". He wrote: "From the distillation of 158 grains of Newcastle coal I gained 180 cubic inches of air which weighed 51 grains..." A mysterious phenomenon had become a scientific process and the gas that lit British homes would fuel British internal combustion engines. Oddly enough the good doctor seemed to have taken little interest in the inflammability of coal gas.

1733: NEWCOMEN'S patent expired, by which time about 100 of his engines had been built.

1736: RUBBER BOUNCED into Europe, courtesy of French astronomer Charles Marie de la Condamine who came across locals wearing waterproof shoes while in Peru to measure an arc of the meridian. Fitting was no problem; they simply stood in pools of liquid rubber and left it to set. As well as being of great use when building motor cycles, rubber also makes jolly amusing novelty dog chews.



JONATHAN HULLS patented a paddle steamer for use as a tug, powered by a Newcomen engine which would use a ratchet action to produce a rotary motion.



1738: WILLIAM CHAMPION produced metallic zinc from calamine ore, clever chap. He heated the ore in a sealed container, allowing him to capture the zinc vapour and condense it. This process also suited to large-scale production of brass; Champion's Zinc and Brass Works duly became one of the biggest industrial centres in Europe.

1739: THE ROYAL SOCIETY'S Philosophical Transactions contain An Extract from a Letter by the Rev Dr John Clayton in which he describes "the spirit of coal": a gas that could readily be distilled, stored and ignited at will. He

reported: "I got some coal, and distilled it in a retort over an open fire. At first there came only phlegm, afterwards a black oil, and then, likewise a spirit arose...which issued out caught fire at the flame of the candle...I kept this spirit in bladders a considerable time; and when I had a mind to divert strangers or friends, I have frequently taken one of these bladders and pricked a hole therein with a pin, and compressing gently the bladder near the flame of a candle till it once took fire."

1740: HOROLOGIST BENJAMIN Huntsman developed the crucible steel technique and opened a manufactory in Sheffield to make a remarkably pure steel for clock and watch springs. Local cutlers reckoned his steel was too hard for their needs until they found their Continental competitors were using it to excellent effect. Huntsman's process facilitated steel manufacture on an industrial scale – no wonder they named a pub after him.



Ben Huntsman's Crucible steel manufacturing equipment looked pretty basic, but it allowed steel to be made on an industrial scale.

1745: JOHN HARRISON, also a horologist and maybe the finest of them all, invented a practicable caged-roller bearing (and the bi-metallic strip) during his lifelong pursuit of the £20,000 Longitude Prize. This was launched after a fleet of British men o' war foundered because of inaccurate navigation with the loss of thousands of lives. Harrison developed a series of ground-breaking time-keepers which helped give the

Royal Navy command of the seas in good time to protect our trade routes. (Is anyone surprised to hear that Parliament tried to rip him off? It took direct intervention by King George III to extract the dosh.) Besides his precision engineering Harrison deserves a place in any history of motor cycling because he made the first accurate, portable timepieces. And accurate clocks played a critical part in the motor cycle sport that in turn improved the breed.

GERMAN CLERIC Ewald Georg von Kleist and Dutch scientist Pieter van Musschenbroek of Leyden independently developed an electrical capacitor that came to be known as a Leyden Jar. It comprised a water-filled glass bottle with a metal spike through the stopper.

1748: BENJAMIN FRANKLIN (still technically a Brit, as the American colonies would not rebel against the Crown for another 30 years) coined the term "battery" to describe an array of Leyden jars (capacitors). He used the extra power for a range of experiments, including electrifying wine glasses. This must have been a bit of a shock for his victims, who could have had no idea where the pain came from. That Ben, what a zany sense of humour!

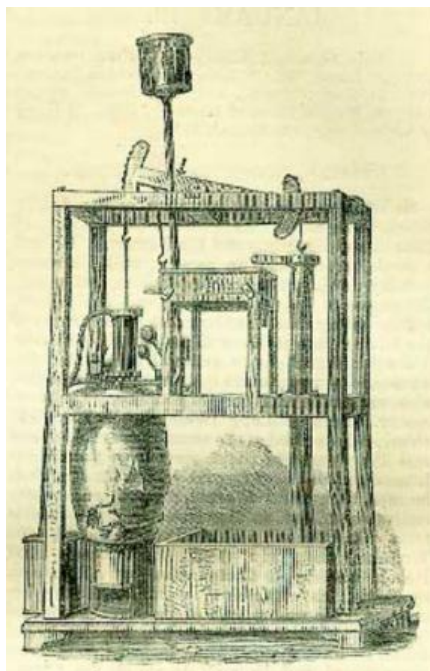


A CLOCKWORK CARRIAGE was driven in Paris by versatile inventor Jacques de Vaucanson, probably. His main claim to fame was a mechanical duck that ate and pooped. No, really.

1759: DOCTOR ROBISON of Glasgow University introduced James Watt to the concept of steam engines and suggested that they might be used to propel carriages. Watt built working models using tin cylinders and pistons attached to driving wheels by a system of gears.

1760: SWISS CLERGYMAN JH Genevois proposed to mount small windmills on a sail-driven cart to wind springs that would provide power when the wind failed or was in the wrong direction. The idea might have been inspired by DuQuet's windmill-powered cart back in 1713-14. Genevois also had plans for spring powered marine engines; in this case the springs would be compressed by a steam or gunpowder engine.

1763: JAMES WATT was sent a Newcomen steam engine to repair and found a way to make it more efficient. He produced a steam engine that cooled the used steam in a condenser, slashing running costs.



Newcomen made it, Watt improved it. Steam engines paved the way for I/C engines; they also powered the first motor cycles

1765: BRUMMY BUSINESSMAN Matthew Boulton opened the Soho Manufactory engineering works in Handsworth. This site would be at the heart of the industrial revolution.

STEAM TRANSPORT enthusiast Erasmus Darwin (grandfather of Charles) looked to the future when he wrote:

"Soon shall they arm, unconquered steam, afar,
Drag the slow barge, or drive the rapid car;
On, on, wide-waving wings expanded bear
The flying chariot through the fields of air.

Fair crews triumphant, leaning from above,
Shall wave their fluttering kerchiefs as they move,
Or warrior bands alarm the gaping crowds,
And armies shrink beneath the shadowy cloud".

1767: DR RICHARD WATSON, later the Bishop of Leadoff, published his Chemical Essays. His description of the distillation of coal to produce flammable gas was widely read.

1769: FRENCH ARMY engineer Nicolas-Joseph Cugnot designed a self-propelled vehicle based on a model he had made six years before; it was built at the Paris Arsenal by a mechanic named Brezin. The fardier a vapeur (steam dray) had a top speed of 4mph, or 2mph towing a canon, running on two iron-rimmed wheels at the back and one at the front. It had to stop every 10 minutes to rebuild steam pressure but still caused the world's first RTC when it wrecked a garden wall. So chapeaux off pour le garçon Cugnot. It was crude, but it worked: all the evidence suggests that he was the first human being to move across the face of the earth by the power of an engine.



Not only did Cugnot's fardier a vapeur gun carriage use pressurised steam; he also worked out how to convert up-and-down power from its two 13in-diameter cylinders into rotary power, using a ratchet-and-pawl system.

JOHN SMEATON experimented with Newcomen engines and built improved engines with a much longer stroke delivering up to 80hp.

FRANCIS MOORE was granted a patent (No 921, dated 14 March) for "machines or engines, made of wood, iron, brass, copper or other metal, to be wrought or put in motion by fire, water or air, with a small assistance of horses or manual labour, which will be very useful in agriculture, carriage of persons, goods and navigation, by causing ships, boats, barges and other vessels to proceed with more swiftness".

1770: CUGNOT BUILT a four-seat passenger version of his steam trike. Here's a 'what-if' for you: say Boney had grasped its potential. Given the resources of the Empire and 20 years to work in, could Cugnot have developed self-propelled guns to use against 'perfidious Albion'? Let's be glad Cugnot didn't do it better, while applauding him lustily for doing it at all.

JESSE RAMSDEN developed a screw-cutting lathe, which he used to make other more accurate lathes.

1773: ENGINEER WATT teamed up with entrepreneur Boulton. For the next 11 years Boulton's manufactory produced and sold Watt's steam engines, mainly to colliery owners. Size for size they were four times more powerful than Newcomen engines.

1775: ABOUT 600 NEWCOMEN engines were working throughout the UK in mines, water pumping stations and ironworks. Another 1,000 were in action by 1800, many of them in mills and factories as the industrial revolution gathered pace. Several dozen improved Savery engines were also built.

WATT AND BOULTON entered into a formal partnership; Watt's patent was extended by Act of Parliament for 25 years until 1800.

1779: MATTHEW WASBROUGH of Bristol adapted a Newcomen engine for Brummy manufacturer James Pickard with a crank and flywheel to produce rotary motion. This was just what was needed to power Pickard's machinery and, in due course, the machines that made parts for motorcycles. Good old Matt, says I.



1780: ALLESANDRO VOLTA made a toy pistol in which an electric spark exploded a mixture of hydrogen and air to fire a cork.

RICHARD TREVITHICK built a double-acting high-pressure engine with a crank, for Cook's Kitchen Mine. This was known as the Puffer, from the noise that it made, and it soon came into general use in Cornwall and South Wales as a successful rival to Watt's low-pressure steam vacuum engine.

A FRENCHMAN named Dallery built a steam carriage that ran on the streets of Amien. It is said to have featured a boat shaped body and what could be the first use of a multi-tube boiler.

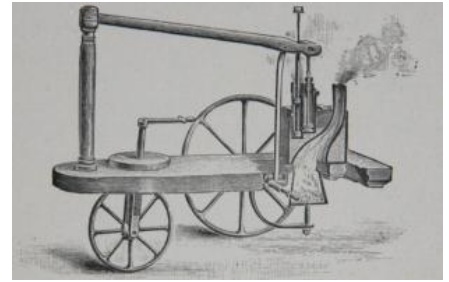
1781: JONATHAN HORNBLOWER patented a two-cylinder 'compound' engine which was more efficient than Watt's single-acting designs but similar enough to his double-acting system that Boulton and Watt were able to have the patent overturned by the courts in 1799.

1784: SCOTTISH ENGINEER William Murdock walked 300 miles to ask for a job at Boulton and Watt's manufactory and he was working there when James Watt patented the sun-and-planet system that converted linear motion to rotating motion, allowing steam power to be used to "produce a continued Rotative or Circular Motion round an Axis or Centre, and thereby to give Motion to the Wheels of Mills or other Machines"...such as self-propelled vehicles. There is conclusive evidence that it was Murdock's idea. So it's hardly surprising that he became interested in steam-powered road vehicles and he translated that dream into reality with a working model. It was only a couple of feet long but fast enough to outpace Murdoch when he tried it out.



Bolton, Watt and Murdock played a critical role in the pre-history of the motor cycle.

At which point the runaway steamer freaked out the local vicar who thought it was the devil and took to his heels.



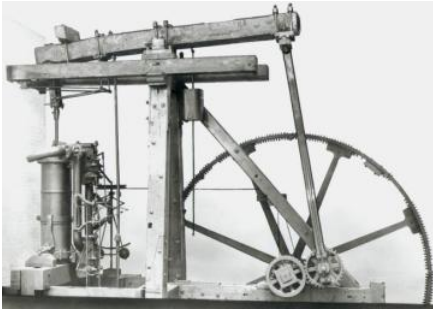
Murdock clearly planned to build a full sized steam locomotive but Watt forbade him from diverting his energies away from maintaining and improving the company's steam engines; ironically Murdock was also required to help his boss take legal action against anyone who infringed Boulton and Watt patents. Richard Trevithick, who was to build Britain's first steam-powered roadster, was shown the model in action in about 1790 and worked with Murdock. His full-sized steamer (1801 in case you were wondering) was clearly inspired by the Murdock design. Murdock also developed the production and storage of coal gas to generate light. In time gas would also be used to power internal combustion engines.



Redruth, 2004: a team of enthusiasts known as The Murdock Boys set out to finish the job and build a working steam locomotive based on William Murdock's model. It took them three years and here she is: The Murdock Flier. Yes, she moves under her own steam. William would have been pleased.

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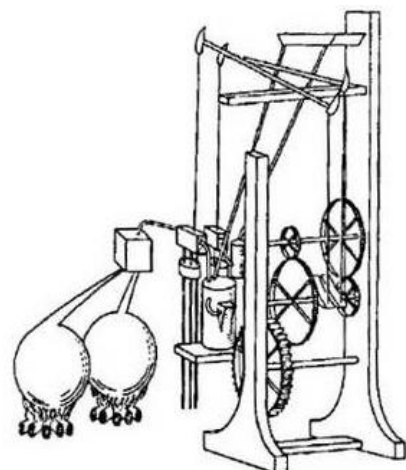
Watt's 'Lap Engine' used a sun-and-planet arrangement to avoid patent problems.

1791: COMTE DE SIVRAC produced a two-wheeled rolling chassis which he called *cheval de bois*, or wooden horse and gave it an outing the gardens of the Palais Royal in Paris. It became known as the *celerifere* which translates as 'fast-goer' though it probably wasn't. Judging by contemporary drawings it lacked pedals, brakes or steering, but you have to start somewhere. These clumsy machines became increasingly popular among the sporting set of Paris. Clubs were formed and races were run along the Champs Elysees.



Two wheels and a frame: the celerifere.

FOLLOWING A century devoted to the development of steam engines John Barber patented "an engine for using inflammable air for the purpose of producing motion". Gas, produced by heating wood, coal or oil in a retort, was



cooled in a receiver, mixed with air and pumped into a vessel called the Exploder. Here it was ignited; the resulting stream of flame drove the vanes of a paddle wheel. Not exactly advanced technology (compare it with Hero's aeolipile of 60AD) but this was the world's first gas engine—and how cool would it have looked at night!

This original sketch from Barber's patent application depicts the first gas engine.

THE SEARCH for new fuels continued: Robert Street patented the use of oil as "a means of producing motive power by explosion".

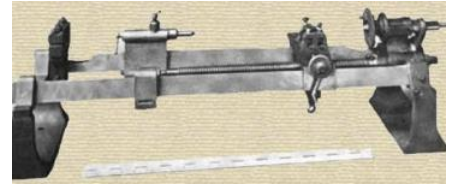
CHROMIUM was extracted from lead chromate by Louis Vauquelin; it would be in demand for the production of stainless steel and, of course, as a shiny, corrosion resistant surface on motor cycle components. Chrome polish came later.

1792: THE FIRST houses and offices were being lit by coal gas, in Redruth, Cornwall.

1794: IRONMASTER PHILLIP Vaughan of Carmarthen patented a ballrace.

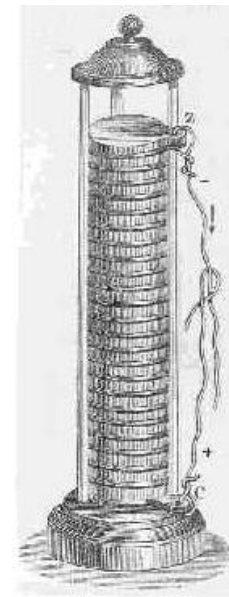
ROBERT STREET designed a gas-fuelled engine with a cylinder and piston—but, two years after those wiley Cornish folk started to light their hovels with coal gas, Street's 'inflammable vapour' was obtained by sprinkling turpentine at the bottom of a cylinder which was heated by a furnace. A hand-operated air pump was then used to charge the cylinder with air, causing the piston to rise about 25% of its stroke. Heat from the furnace ignited the fuel/air mixture driving the piston to the upper end of the cylinder, which was water-cooled. The power stroke lifted one end of a rocking-beam pump to remove water from a mine. As cylinder pressure and temperature fell, so did the piston.

1797: THE MODERN 'slide rest' lathe, capable of cutting threads with great precision, was invented by Henry Maudslay. Instead of being manipulated by hand, the cutting tool was clamped solidly in a tool post carried on a slide rest movable along accurately finished guides on the bed of the machine. For many years the slide rest was known as 'Maudslay's Go-Cart'. His techniques had significant influence on a number of great engineers including Joseph Whitworth.



OVER THE POND, one Samuel Morey from New Hampshire took a group of politicians for a ride in his paddle steamer. They chose to back Fulton's steamship instead, leading Morey to growl: "Blast his belly! He stole my patent!" Morey takes no further part in our story but, fuelled by bitterness, he slogged away for the next 30 years and came up with a number of clever gadgets.

1799: ALESSANDRO VOLTA made the first electrical battery, known as a Voltaic Cell. It comprised alternating zinc and silver discs, separated by brine-soaked cloth. He built the pile, which contained up to 30 disks, in imitation of the electric organ of the torpedo fish. Volta's development of the first continuous and reproducible source of electrical current was an important step in the study of electromagnetism and the development of electrical equipment such as magnetos, alternators and dynamos.



Left: Alessandro Volta's Voltaic Cell, the ancestor of every battery on the planet.

RICHARD TREVITHICK built his first high-pressure engine at Dolcoath tin mine in Cornwall.

GEORGE MEDHURST patented an "improved aeolian engine" powered by compressed

air. He dreamed of air-driven stage coaches relying on roadside 'compressor stations'. Later Medhurst would promote "a new system for the conveyance for goods and passengers...with the velocity of sixty miles in an hour...without the aid of horses or any animal power".

Well, that was some century of advancement in motive power, but they haven't quite grasped the fundamentals. What will the next Century bring?

MARKETPLACE

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For Sale



Left: 1927 Triumph N, \$16000 The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. Please contact Elliott Montagu Mob. 0400 068 097 or email pilottopilotbook@gmail.com

Below: 1942 BSA WM20 ex army , older restore. Runs well ready for licence \$12250 Ph. Jim 0418200992 Albany & **Glide sidecar** frame incomplete + 2 **Goulding frames** incomplete \$275 for both Ph. Jim 0418200992 Albany.



CAFE RACER – HONDA CX500 1981. VIN: CX50014449 –fully licensed to September, Starts first touch of the button – well shod – new battery. \$5,500.00

For more details and more photos- or just for a chat - Phone: Terry, at the Bike Bunker 0419 554 735





Above: 1974 Jawa 350 twin - \$5000



Left: 1970 CL350 - \$5000 ono

Below: 1974 CZ Enduro 250 - \$5000

Also **Honda 350** twin parts, frame, engines, wheels and other parts: Contact: Chris Driscoll 0488471012 Mukinbudin



Left: BMW R60/2 for sale. In superb condition. On club register and concessional license. Complete with extras such as manuals, rear crash bars, battery charger, leather pannier. View in Perth by arrangement. Reasonable offers considered. Contact Julian Watt-Pringle email: watt.pringlej@gmail.com or Ph: 0426944958

TRIUMPH BONNEVILLE 1968. VIN: JD 58517T – unlicensed – starts first kick-very smart bike. (Shannons valuation \$17,500) \$14,000.00

TRIUMPH TR6 1971. VIN: CE13517 – Fully licensed to November 2022-starts well-good tyres - Ridden regularly – new battery. \$12,500.00

For more details and more photos- or just for a chat - Phone: Terry, at the Bike Bunker 0419 554 735



Left: Bonneville

Right: Triumph TR6



2013 Triumph Thruxton 900 Green/Gold 12,364km registered till April 22. Many extras British Custom Stainless Steel Megaphone Exhaust (nice sound): Centre Stand: Chrome Side Stand: Chrome Rocker Covers: Chrome Chain Guard: Alloy Sump Guard: Chrome Engine Dresser Bars: Oil Pressure Gauge: Tank Knee Pads: Lockable Petrol Cap: LED Headlight (+25% on standard): Headlight Fairing. VGC Tidy Bike, no known issues \$9,500 firm. Alan Marriott Ph. 04 5540 1742

1979 Triumph T140 Parts all new unless noted otherwise: 1x 60-4409 Brake Hose (Reserve) \$10: 2x 06-6058 Tail Light Lens (Pattern) \$20ea: 1 pair 82-9700/9701 Chrome Tank Badges \$100: 1x 97-4564 Headlight Bracket LH (VGC) \$15: 1x 82-9700 Chrome/Cream Tank Badge RH \$60: Tank Top Badge/Grommets 1x Red on Silver \$15: 1x Chrome on Silver \$15: 1x Gold on Silver (No Grommet) \$10: 2x 01-572-2330 Kick Start Rubber \$7/pair: 2x 01-83-7256/9 Foot Peg Rubbers \$10/pair: 1 pair 71-2465 Screw On Exhaust/Olive \$20: 1x 54581638 L760/L784 Lucas Indicator Lens Amber \$15: 2x 60-7028 Rubber Brake Hose/Fitting Rear \$30: 1x 60-4175 Stainless Steel Braided Brake Hose/Fitting \$40: 1x 56513 Polished Aluminium Tail Light Assembly complete \$130: 1 Pair Chrome Rear Spring Assembly (VGC) \$300: 1 pair 12V Indicator/Stop Bulbs \$5. Alan Marriott Ph. 04 5540 1742

BSA 1 pair 82-9054 BSA Pillion Foot Rest Rubbers \$10: 1x Twist Grip Inner Sleeve (Suit 0.888" outside dia handle bar) \$10: 1x WM2 profile 66mm wide 3.00 S18" Chrome Wheel Rim (slight pitting internal) / 1x 3.00 S18" Tyre & Inner Tube / 40 Chrome Spokes & Nipples to suit above \$150 for complete wheel assembly (no hub). Alan Marriott Ph. 04 5540 1742



Three piece Dri Rider assy, consisting of 1 outer and two inners. \$120.00
Eric Gibbons ph 9496 1508

1957 Matchless twin G12 model. Mostly restored, complete repaint, in good running order. Club Licensed. \$9000. Peter Nicol Mob. 0419928179.

1930s BSA parts inc Sloper girders and Bluestar gearbox, plus many other parts. Please ring and I may have what you want. Mark Thomas 0437206285

Genuine Indian Clothing brown leather waist length Ladies Leather Jacket. Brand New and unworn. Liner for cooler weather, and ventilation for hotter days. Asking \$250, which is less than half original purchase price. Located in Albany, but can deliver anywhere at additional cost. John Cord Phone number : 0438194560

1986 Moto Guzzi Lemans 1000 V4 - \$16,500 Brigadoon WA 6069. This is a genuine unmolested Moto Guzzi Lemans 1000, 16 inch front wheel. Australian Compliance 1/1986. Only 21884 km from new. Sold new originally Stolarski Motor Cycles. Currently registered Club Historic plates with original WA plates. Matching numbers. Original air cleaners and fairing and original winged front indicators, Original black chrome exhausts and blued cam covers with protection bars. Runs as a big V twin should, starts first time. No smoke or rattles. Lives in my shed. It is in used unrestored condition, unmolested, never raced nor dropped. New rubber fuel lines, and tires, replaced due to perishing and new battery. Original 1986 unleaded (95/8) engine. It has been a daily driver for previous believed two owners. Serviced by Thunderbikes West Australia. Original used condition, unmolested, unrestored. Comes with free dust and mouse chewed owners manual 98% complete. All electrics, lights, starter. Regularly started and run on centre stand. This Rare 16 inch wheeled bike is now available simply because I am too old to ride. Colin Burton - Phone : 0418952816

WANTED ITEMS

Interested to buy Villiers powered motorcycles & autocycles from parts to complete bikes please contact me. Zeljko Trlin Phone number : 0402020625

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497 999 011



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



Kiddies Korner

I was at the airport waiting for my luggage when a bloke passed out onto the baggage carousel. It was OK though, as he came around slowly.

To whoever stole my anti depressants: I hope you're happy now!

Just had a medical, the doctor said don't eat anything fatty. I said, "like burgers and chips?" He said, "No Fatty, don't eat anything!"

Just got out of surgery. Had my ear drum replaced with a piece of pig skin. My hearing is great now, apart from a little crackling.

Competition Time!! Who said "I float like a butterfly and sting like a bee?" Answers on a postcard to: Muhammad Ali Competition, PO Box 585, Perth GPO, W.A.

I've just been assaulted by a gang of mime artists. They did unspeakable things to me!

My mate got a steroid injection in his knee the other day. 'Anabolic?' I said. 'No mate just my knee!' he replied.

I'm still searching for copies of the Chiropractic Annual. Anyone got any back issues?

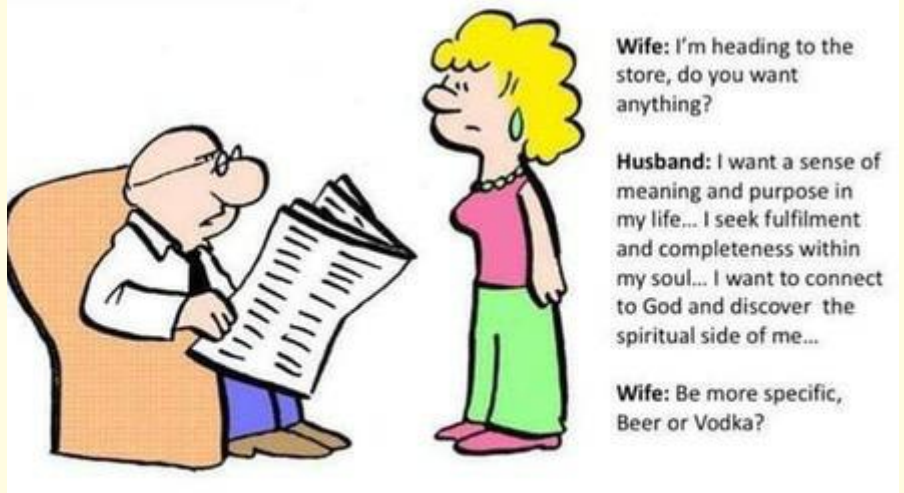
Local Man discovers his girlfriend is really a ghost, he told the Chatter's investigative reporter: "I had my suspicions the moment she walked through the door."

I took my suit to the cleaners, who wanted to charge me \$25. I gave my suit to the charity shop next door. They cleaned and pressed it and put it in the window. I bought it for \$7.50!

My local doctor had all his haemorrhoid pamphlets stolen. The doctor said to his staff not to worry as he had piles.



Kevin was starting to think that maybe mom wasn't coming back.



My mate's just been diagnosed with Monkey Pox... Doctors are trying to work out who's gibbon it to him.

I've just paid \$14 for Oxo cubes! The stock market's gone crazy!

We were so poor growing up, we couldn't afford shoes, I had to wrap my feet in bubble wrap, whenever I had to pop to the shops.

If Watson isn't the most famous Doctor then Who is.

I went to the Classic motor show..... I was walking around for 3 hours before I realized I was still in the car park.

I'm in real trouble for sure this time! Unfortunately my wife has just found out that I have been cheating on her. She found a pile of letters I was hiding from her.....She said she's never playing Scrabble with me again

Left: if you think this bin is floating, I suggest you have an eye test!



Roaring 20s Run
Nannup 2022



VINTAGE CHATTER



ALL THE LATEST NEWS PLUS:

VALE ROD MARRIOTT

MAMMOTH PARTS SALE PHOTOS, PETER GROUCOTT RUN REPORT

MEMBERSHIP RENEWAL FORM

*ANNUAL GENERAL MEETING NOTICE &
COMING EVENTS*

Club Contacts

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Deputy Chair: Barry O'Byrne - 0418936254 - barryobyne2007@yahoo.com.au

Secretary: Richard Argus - 0418 934 550 - secretary@vmccwa.com

Treasurer: Jim Douglas - 94016763 - treasurer@vmccwa.com

Communication: Murray Barnard - 0434215665 - ildottore@iinet.net.au

Events Coordinator: Stephen Hills - 0413678604 - steve.mag@icloud.com

General Committee Members: Neil Freeman - 0459888654 - vn_freeman@outlook.com, Jim McGregor - 0410 735 825 -

Jim.mcgregor1958@hotmail.com, George Loverock - loverock5590@hotmail.com

WEB & PUBLISHING TEAM

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Assistant Editor: Peter Bennett - 0412280089 - benners@iinet.net.au

TECHNICAL OFFICERS

Registrar: Lat Fuller - 0468310215 - registrar@vmccwa.com

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Dating Officer: Pre 1931: Michael Rock - 0437999009 - michael.rock@iinet.net.au

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Machine appraisal: contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,

Greg Eastwood - Coolbinia - 0438041072,

Jim Douglas - Kallaroo - 94016763,

Maurice Glasson - Mandurah - 0410000617,

Les Vogiatzakis - Dianella - 0488915103,

Murray Barnard - Roleystone - 0434215665

Hans van Leeuwen - Mount Nasura - 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany - 0428996334

OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake - 0404692425 - mikeblake@iinet.net.au

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Keith Weller - 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent - 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday - 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Invigilator:

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove - Caretaker: Ph. 94532728 Mob. 0457020635

VMCCWA Bank Transfers to - B.O.Q. BSB - 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa

LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Murray Barnard, Ron Chave, Norman Chester, Jim Clark, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Ron Morrison, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent & Dave Weeks.

Front Desk -Murray Barnard



NEXT CHATTER: The next Chatter will be the November 2022 issue. Any contributions required by 28 Sep 2022 at the latest, thanks. The next issue will include nominations for committee, agenda for the AGM & any special resolutions for the meeting.

ANNUAL GENERAL MEETING: The club AGM will take place on 3 November 2022 in the Wattle Grove Club rooms starting at 8 pm. Annual reports will be provided and the election of management committee members held. As well special resolutions will be put to the members 1. An amendment to by-laws & 2. A nomination for Life Membership.. Please make an effort to attend as there must be quorum of 10% of members present to pass resolutions.

CALL FOR MANAGEMENT COMMITTEE NOMINATIONS: If you wish to nominate for a position on the club committee, a form is included in this edition of the Chatter. The form is also on the Club website. Forms must be completed and with the Club Secretary by 25 September 2022 at the latest.

The club will be looking for the following positions to be filled: Chair, Vice Chair, Secretary, Treasurer and 5 general committee members, one of whom will need to be skilled in web and print Communication. Please nominate for a position and take the opportunity to make a difference.

TRIP OF A LIFETIME: The South West is a beautiful area, astounding beaches, coastline, tall timbers, vineyards etc etc. But it is dangerous area, nothing between here and Africa, people can get washed off the rocks by King waves, so rough that India decided to pack up and drift away some time ago leaving lots of granite extrusions in the process. Going down to Cape Leeuwin, the Indian Ocean and Southern Ocean meet and sometimes disagree with each other and again the granite coastal features remind you that Antarctica had a "hissy" fit and sailed away South leaving us to our own devices! Any way, a bigger danger is ourselves. Early July, at Cape Leeuwin, whilst sight seeing/hiking/rock hopping, my foot must have slipped on a granite headland as my forehead slammed into the rock face in a split second. I didn't even get a hand out to save myself. Whoa, that hurt and I knew I was in trouble. I swore loudly. I staggered out of the water sat down and went into a semi-conscious state. Everything went white and I couldn't get up or respond much to questions. I knew I had to stay awake but could feel myself drifting away. There was pandemonium around me, Jacqui calling for help, then people holding me still and pressing a cloth to my head. Then I heard people calling for an ambulance, I was drifting in and out, wasn't unconscious, I think; but not very responsive. People held me and reassured me, but I could barely utter a word. An ambulance arrived, after a long time, the location being somewhat remote. Never has hearing a siren been so welcome. I didn't have the energy to stand. I had an open wound to the head, cut to the bone. Clearly concussed. They wouldn't let me move anyway. My neck hurt. With difficulty they got me onto a stretcher and struggled to carry me across the rocks. Travellers helped with the load. Poor bastards carrying me out! Poor Jacqui also, having to see my lacerated head! Anyway Augusta Hospital stitched my head up and transferred me by ambulance to Busselton for a CAT scan. Fortunately, no bleeding on the brain. Went back to Yallingup accommodation and relived the trauma all night and the next day, concussion had set in. Nobody told me about concussion. I suggest you don't try it. Vertigo a real problem. no TV, radio, internet, apparently you have to give the brain time to recover. Three to four weeks at least. Well, at least it gives me an excuse for a brain addled Chatter this month. Do not hit your head, I was lucky and that was bad enough. Take care. Guess we have to act our age sometimes! Special thanks to Jacqui who has lovingly nursed me through recovery. Be a while before I am on a bike again as I am still recovering. *P.S. the volunteer St John ambulance teams were fabulous as was the Augusta Hospital doctor & staff.*

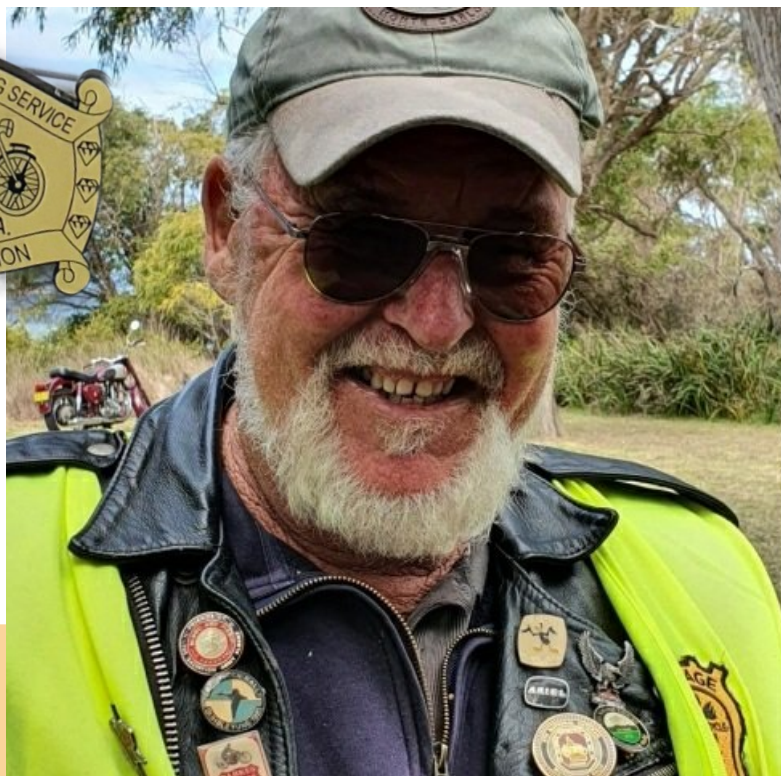
Management Committee

Recent items of interest from Management Committee Meetings:

CLUB FEES ON THE RISE: After 6 months examination of club administrative costs and outgoings, the Management Committee has settled on a \$5 rise in Annual Club Fees for 2023. Metro member annual fees will be \$40 & Country members \$35. By way of context, Annual Club fees have only risen \$10 in 25 years. In addition because of rising print costs and postage the cost of the postal Chatter will also rise by \$5.

TRUST FUND TO BE ESTABLISHED: A Club trust is being planned for at this moment. The intention is to have funds placed in the trust which will be preserved for future foundation activities which could include property, clubrooms or other significant activities. These funds will be segregated from Club fees which will be used to cover admin costs each year. The trust fund will give the club the opportunity to plan for longer term benefits.

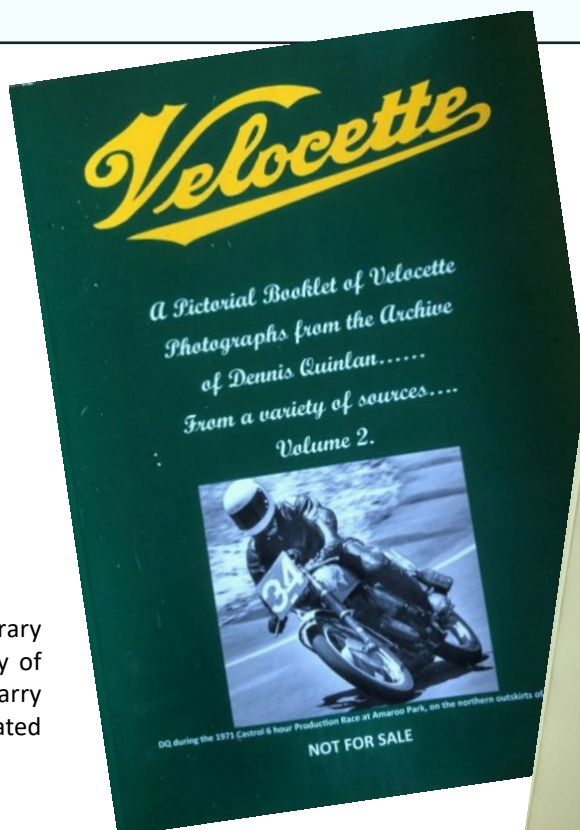
NEW CLUB AWARD: A new class of club award is being developed to recognise significant achievement and contribution by Club members. It will provide an opportunity to celebrate sustained commitment to the Club by some of our most valued members.



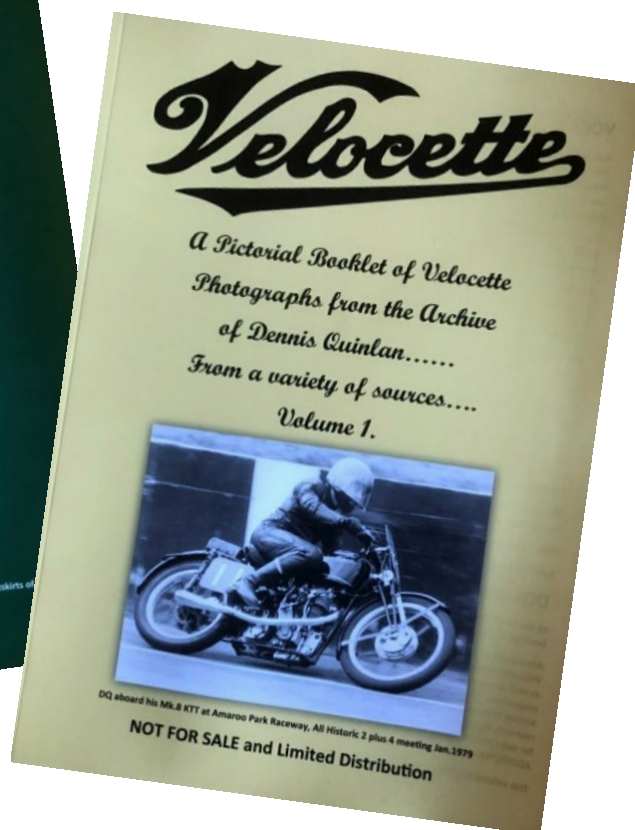
Former Albany Section Chair, Paul Armstrong recently received a well deserved certificate of recognition for his service to the Club & Section

Please Note:

1. The Albany Hillclimb will not be held this year due to both Middleton beach Hotel construction works near Marine Parade and the event organiser being away.
2. The Old iron Classic Motorcycle Show & Swap meet will be held at the Cannington Exhibition Centre on 19 March 2023.
3. Give yourself and the Membership Secretary a break and renew for 2023 early. Nothing ruins Mario's Xmas & New Year more than 100s of renewals during the holiday break, plus who wants to be recorded as unfinancial on 1 Jan 2023? Renewal form in this issue to help.



Some new library additions, courtesy of Paul Barfoot. Barry Berkshire also donated some books.



WELFARE REPORT

by Adrian White



Rod Marriot was born in Fremantle 23.9.1950, later living in Mosman Park. This is where he got his love of motorcycling, as their house was near the Harley Scramble course quarries and saw many Harley Scrambles. He went to Mosman Park State School, then Swanbourne High.



He had 2 sisters, one deceased. His first job was brick cleaning,, then next in 1967, hanging sheep skins. Then to the nearby G.M.H factory from 1968 to 1973 as production control clerk, his favourite job. His final job was with The City of Stirling, starting as clerk then Draughtsman, Engineering Assistant, retiring as Construction Engineer. Rod married his blonde sweetheart in 1972 – Linda and they produced two lovely boys – Ross & Jeremy. After living in Mossies for 21 years, they bought a house in Wanneroo in 1974, and still lived there. Rod's Boys played football and basketball, which Rod consequently coached both games for about 5 years. He was always in touch with local chaps from the VMCCWA, and in the 90's bought a BSA Golden Flash and BSA Bantam, both of which he spent lots of times on. He also had a 1927 Ariel but when he had a stroke in 2020 had to sell it. Rod was a kindly gent and would help anyone. We are all so very sad to see him leave us. Rest In Peace Rod - *Noel Simmons # 171*

Sadly Rodney lost his one-sided battle with cancer on Tuesday, June 28th. Rod spoke lightly of his pain, assured me the medical profession was doing their best, but he was suffering bravely. We offer our heartfelt condolences to wife Linda and family. No more pain mate, we'll miss you, Rest In Peace - *Adrian White*

Club foundation Member #9, Ray Selley has Parkinson's Disease which sadly has progressed to a state where home care is no longer viable. Ray is thus moving into permanent care. We wish Ray and his family well at this difficult time - *Adrian White*

Pictured right: Ray Selley on his 1909 Triumph which won the oldest bike trophy on the 1874 Two Day Trial held in the South-West.



Commemoration of Life Members:

I recently initiated a proposal to capture photos and life histories of life members of the Club as there was no collected record of these members.

The project is proceeding with the assistance of Adrian White. It is hoped to publish this document later in the year. It has been very hard work collecting material on all the Life Members and thanks are extended to those who have helped with photos and details.

The Club is approaching it's Fiftieth Anniversary so this project is quite timely. It is also urgent, as I have discovered, as Club memory is being lost very quickly due to the passage of time. It is a reminder, that recording and documenting Club activity has not been a great priority, particularly prior to the arrival of digital cameras and desktop publishing.

Fortunately, I have maintained an electronic archive of material and photos over many decades and this material has been a lifesaver. With Adrian's help the few remaining gaps in this history will hopefully be complete by the time of the AGM.

The draft document can be seen on the Club website under the Club Admin menu item. If you have anything to add to the history it will be gratefully received.

Murray Barnard

Club Events - Stephen Hills



APPROVED CLUB EVENTS - FOR ALL CLUB MEMBERS

Please note: members using fully licensed or 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C concessionally licensed machines must log all machine use.

MONTHLY MEETING: Wattle Grove Clubrooms - 1st Weds of the month - 8pm

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. Fremantle – 9am Saturdays – Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser – Stephen Hills

CALENDAR EVENTS: Note: main events are normally held on the 3rd Sunday of each month.

August 21 2022 - Keith's BBQ - Meet at Keith's Emporium of fine motorcycles, 122 Bushmead Road Hazelmere 10.00am. Come and enjoy camaraderie and BBQ. Social event of the year. \$5 for BBQ and refreshments. Contact Keith Weller 92742476

September 10 2022: Saturday Pre31 Beverley Run Send Off/Brunch: Open to all members Meet at Bean 2 Brook Cafe Pickering Brook 11.00am for brunch then ride to Karragullen to see the Pre31 bikes off on their run to Beverley. Contact Steve Hills 0413678604

September 22/25 2022 - Orabandon/Perkolilli (Red Dust revival) - The popular Orabandon Annual event will be held at Kalgoorlie in 2022. The itinerary at present is: Thurs 22 Sep 22 Travel to Kal. Friday 23rd; ride to Coolgardie, Kambalda and back. Sat 24th 160 km ride to Orabanda (pub might have re-opened by then). Sun 25th a day at Perkolilli; we will hire a 25 seater bus. Mon 26th check out; head home. Register interest in attending by contacting Richard Argus, the event coordinator by email secretary@vmccwa.com or Phone: 0418 934 550

October 16 2022 - WA TT - Meet at The Station Masters House car park Jacoby St Mundaring, 9.00am for 9.30 start. Travel to York via Gt Eastern Hwy and the Lakes Roadhouse. Enjoy morning tea at the York Carriage Diner. Return via Talbot Road to the Mundaring Hotel for refreshments and camaraderie. Back up provided. Contact Steve Hills 0413678604

November 19/20 2022 - Gypsy Tour Albany/Denmark - book accommodation in Denmark now. Rivermouth Caravan Park will be the run start point & base. See details in this Chatter.

December 4 2022 - Dam Early Run

PRE 31 SECTION - RESTRICTED EVENT:

September 10/11 2022- Beverley Re-enactment Run - September 10th and 11th 2022

The run commemorates the first motorcycle road race in WA. The invitation is open for pre 31 bikes only. If you want to ride up to Beverley on the Saturday we meet at the corner of Canning Rd and Brookton Hwy. We leave there at 1.30 pm. A backup trailer will follow. Don't forget to book a bed at one of the Hotels the Beverley or the Freemasons. Come and join us for one of the club's long running premier events. Entry forms on the web site or enter on the day. Any enquires to Ken Vincent on 0439 294 366. Entry form on Club website and on Chatter cover sheet.

Section Contact Details

PRE-31 SECTION: Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468. Meet 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

POST 70 SECTION: Coordinator: Steve Hills - 0413678604. Meet 3rd Monday of the month, 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Lynton Morgan 0438447330, Secretary: Nigel Fiander – 0417997580. Meet 1st Thursday of the month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove.

VALE: Ron Morrison

Sad to report that Ron Morrison passed away on 27 July 2022, 3 weeks shy of his 101st Birthday. Ron Morrison was awarded Life membership in 2005. Ron was a foundation member of the Motor Cycle Section of the Veteran Car Club. The section first met in 1968 and Ron was a member of the inaugural Committee. Again in March 1975 the Vintage Motorcycle Club was formed and Ron was a member of the Club's inaugural committee. Ron is VMCCWA member # 17 and as such a foundation member of the VMCCWA. Ron will be remembered as an active member who helped many a member over the years. His story will appear in the Club's Life member publication later in the year. Condolences are extended to all the Morrison family. Ron will be much missed. *Murray Barnard*



Ron & Emmie in 1990

GYPSY TOUR 2022

PLEASE REGISTER FOR THE GYPSY TOUR

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery for Metro riders. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2023 is based in Denmark. The event will be held on the weekend of November 19/20. A feature of the Gypsy Tour on the Saturday will be a visit to a cheese and wine farm, a lunch stop at Walpole and a ride through the Frankland Valley. Dinner will be at the Denmark Tavern. On the Sunday the Albany Section kindly caters for the event with a free BBQ at the Section clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Book accommodation now. The Rivermouth Caravan Park is the base for the weekend run. Accommodation is limited. There are alternatives in the area, the Big4 or the local Hotel & B&Bs.

Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering.

Please register by emailing Murray Barnard on ildottore@inet.net.au or by phoning Mob. 0434215665.



Past Events

Mammoth Parts Sale



19 June 2022 saw a cornucopia of parts, engines, bike lots and miscellaneous bits & pieces offered for sale to club members. The Maddington unit was crammed with hard to find parts for BSAs in such quantity that there was still an abundance of parts which will be removed to the parts store as space allows. Many members availed themselves of this rare opportunity and enjoyed the treasure hunt and the sausage sizzle, kindly put on by Steve Hills and Colin Hankinson. Big thanks to everyone who made this happen and in particular to Keith and Chas who toiled for months to sort all the parts and bikes out.





Peter Groucott Run: Unfortunately , 17 July was threatening rain and cold and it certainly delivered later in the morning. Jeff Sanders advised that 10 riders braved the weather and enjoyed trying out their wet weather gear and about 36 turned up in total to enjoy the Tractor Museum and a BBQ lunch. Thanks to Jeff and Stephen Hills for organising the Run.



VMCCWA Monthly Meeting Minutes

Minutes of the VMCCWA Monthly Meeting – 1st June 2022

Held at Wattle Grove commencing at 8:07 pm

Chairman: Les Vogiatzakis, Secretary Neil Freeman(acting),
Treasurer: Jim Douglas (Apologies: Richard Argus, Andrew Hobday, Colin Tie, Peter Wollard, Nash)

Members Attending: - 37.

Previous minutes, moved – Keith Weller, seconded – Rob Rowe.
Approved

1. - Microphone Usher: - Jim McGregor

2. - Visitor: John Jordan owns Honda CB750 and VF1000R

3 - Welfare report - Adrian White : - Donation increase to \$100 has been approved

4. –New Members applications - Mario Cudini
Wednesday 1st June. The month of May has been very quiet with 6 new members added to the club.

5. – Chairman's Report – Les Vogiatzakis: I am pleased to welcome George Loverock back to the committee. We will support that level of involvement with Zoom contact when he is as normal, and too far to attend Maddington. I am also pleased to advise that Jim McGregor has supported a request by Steve Hills to join the Management Committee, so welcome Jim. Saturday I spent a minute with Keith, Chas, and Jim Douglas looking at the items prepared for the Mammoth Sale later this month. Bring your cash, or plastic. The bonus was seeing the rare Bultaco that Jim Douglas was preparing for delivery to the Museum.

6. – Secretary's Report - Richard Argus: OraBandon 2022: 35 riders (46 attendees). Tower Hotel accommodation fully booked. Riders still welcome if own accommodation is organised. An exciting three days motorcycling and social itinerary has been prepared. All attendees should pay \$35 entry fee into the club bank account before the event; banking details are on the web site, and in The Chatter.

Inwards Correspondence:

- a. CMC WA (Tony Ford) - Measures to improve vehicle owner compliance with 404, Concessional licensing conditions, Notes for approved motoring clubs on 404/C4C
- b. ESM Strata (Belinda Pfister) insurance renewal invitation documents Insurance renewal documents. Response to VMC-CWA questions re insurance renewals. Strata Company Levy renewal (cc to treasurer).

Outwards Correspondence

- a. ESM Strata (Belinda Pfister) - questions re property insurance renewal.
- b. Andrew Hobday; response re issues raised regarding Covid 19 compliance, and on-going use of corner markers during events.

7. - Finance Report - Jim Douglas: - Loss for the month was approximately \$1500 but overall year will reflect a surplus.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Website new look, all encouraged to review

8.2 Library report Ken Vincent, Librarian - New books on display at the meeting. Paul Dean outstanding 2 books. Books delivery down to Albany required, any volunteers

8.3 Spares report: Keith Weller, Spares - New stock of oil. Machine Donations: Peter Lomas – 2 bikes (XJ750 Yamahas), Peter Shilling – New mudguard, John O'Brien – Motorcycle – Pagstar Raptor 250

8.4 Registrar's Report: Lat Fuller Since the last report in May the following activity has taken place:

New 404 transfer

Jeff Sanders	Norton Commando 750
Jeff Sanders	Norton Commando 850
Kim Butt	Suzuki GS850G
Roger Nicholls	yamaha FJ1200
Clive Rawson	Yamaha Virago XV353

New 404 Registration

Mark Debellakovic	Moto Guzzi V1000GS
John Werndly	Honda CB750K2
Kim Butt	AJS16M
Stephen Hills	MotoGuzzi 750S3
Patrick Spiteri	Malvern Star
Ian Lambert	BSA RGS

Transfer of ownership in Alan Weatherhead - Tom Northcott BSABB33

Other Matters: We're in business again – quite busy this month. It has come to my attention that club inspectors are requiring a CMC1 Proof of Membership form before doing inspections (this includes Albany). In some case they will accept an up-to-date Membership Card but best check with them first. If they need a CMC1 I can issue one at fairly short notice and email it.

8.5 Dating Officer's Report: Maurice Glasson
1941 Malvern Star autocycle for Patrick Spiteri
1936 BSA Empire Star for Mark Thomas
1963 BSA Rocket Goldstar for Ian Lambert
1062 Vespa VBBIT for John Lawton

8.6 CMC Member Representative: Les Vogiatzakis

9 Events Coordinator: Stephen Hills

9.1 Events Past: Chattering ride over 20 bikes, Roaring 20's 35

9.2 Events Future

19th June – Mammoth Parts Sale

17th July – Peter Groucott run from Serpentine

11. – General Business. Signed story of Levis Motorcycles received

12 Bits & Pieces: Does anyone have: - Tiger cylinder head or T150 Rocker box

Meeting closed at 8:35pm.

Albany Matters



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au
Bernie Wolfe - Roving reporter & Peter Ogborne, Official Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCC JUNE MINUTES - Chalet Little Grove - 2nd June 2022 7.30pm

President- L Morgan, Secretary -A.Duncan, Treasurer- J.Banks
Present- Members 17, Apologies 3, Visitors 2 (see att. List)

PRESIDENTS COMMENTS:

Thanks to Ron Hawkins for helping me facilitate recent Club ride. Note that the July meeting is the Albany Section 2022 AGM.

PREVIOUS MINUTES: Moved Accepted I Redman, Sec. L Anderson. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES:

Club Run -Sandalwood Lunch 12thJune. Paul Armstrong, Club to cover main meal cost. M.Feichtinger Trailer Backup.

CORRESPONDENCE:

IN – Smoke Signal magazine – circulated
OUT -B.Wolfe -Denmark Pie Run article , Chatter
Moved Accepted P.Armstrong , Sec P.Ramsden Passed

TREASURERS REPORT: J.Banks also gave a summary of projected income / expenditure . Closing balance to end of May \$8877.34 Moved Accepted B.Morrell, Sec I.Redman Passed

GENERAL BUSINESS:

Club Runs – July 10th – A.Wust . Pie Run. Mt Barker. Trailer backup – I.Redman , August 14th- 40th Anniversary. L.Morgan to organize. Older previous members to be identified and notified. Sept 11th – Halycon Military Museum – Trailer backup. P.Obourne Please note this will be an early departure 9am, Oct 9th- Richard Turpin – Cheynes Beach, TBC? Nov 20th – Gypsy Tour / Deceased Riders, Dec 10th – Christmas Charity ride

Coffee Runs – As circulated

Motorcycle Refresher / Training Course J.Banks gave an outline of probable outcome -. Date 23rd October. Total quoted cost \$2650, two trainers. Theory and Prac. Car park required for Prac. Maximum 16 riders. Moved P,Armstrong Sec L.Anderson That approval be given to expend \$2650 of Albany VMCC Section funds to conduct a training course. Passed. Moved P,Armstrong Sec L.Anderson That those participating in the Training Course contribute \$50 - with the residual being borne by the Albany VMCC section. Passed (16 participants \$2650 total - \$165 / head - \$50/ individual contribution, \$115 from Albany VMCC). If demand exceeds numbers available a further course is possible in 2023. Car Park at the Yacht Club Public launching ramp to be utilized for Prac – subject to confirmation of approval from Albany city Council – J.Banks to follow up

404 Club Rode provisions – No change for 12 months

VMCC Perth – Major parts sale, focus on BSA

Halycon Military Museum visit/ Recollections of War –J.Banks gave an overview and proposal re Club Run . Moved J.Banks Sec I.Anderson . That the Albany VMCC contribute \$20 towards the \$25 entrance fee. Passed. Members to supply own lunch. 2/3 Hours required to see all.

VISITING SPEAKER N.Fiander (Member & recently retired WA Police) Reflected on his Police career and gave a good insight into the history of WA Police Motorcycle history – past to present.

Meeting closed 9.15pm

Albany Section

Sandalwood Lunch - Sunday June 12 2022 - Paul Armstrong

Riders were expected to bring their shiniest bike to display at the Sandalwood Café car park. 22 riders and 17 concessional bikes headed off from the fig tree. Paul designed a convoluted route to fill in the two hours before lunch and appointed Lloyd as his deputy captain. This very experienced team were promptly bamboozled by there own design. Of course they had the advantage of blaming the other when recounting their story to anyone who bothered to listen. The mixture of bikes included a tasty Egli Vincent, a couple of Yammie XS 650s, ES2, Webby's WLA and my farm bike. Paul was completely surprised when we performed a little ceremony to present him with an Outstanding Service Award. There is no doubt that Paul has been a dedicated and hard worker in the Albany Section activities over the years. Well done, Paul. Paul ran a raffle during lunch activities and presented a modest gift package to lucky three winners, Bill Morrell, Robin Webb and Sue Fiander. Below Left: Lloyd Elliot & Bill Morrell - Below Right: Karen & Lou Anderson



Albany Section

ALBANY SECTION VMCC JULY MINUTES - Chalet Little Grove 7th July 2022 7.30pm

President- L MORGAN, Secretary -N.FIANDER, Treasurer- J.BANKS

Present- Members 17, Apologies 3, Visitors 1 (see att. list)

PRESIDENTS COMMENTS

Thanks to Paul ARMSTRONG for the Sandlewood Ride. Paul was also presented with a well deserved award for his contribution to the Albany Branch of VMCC. Also thank you to Manfred FEICHTINGER for assistance with the ride.

PREVIOUS MINUTES - Moved Accepted A. WUST, Sec. I. REDMAN. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES

TRAINING DAY – John BANKS - Chalet and Little Grove Boat Ramp 23/10/2022 - Shire is assisting with permission to use the Little Grove Boat Ramp, Volunteers will be required, 13 riders confirmed and 3 reserves (Info ex A.DUNCAN) & Cost will be \$50 PP to be pre-paid. Club contribution \$115

HALYCON MILITARY MUSEUM DAY – John BANKS 11/09/2022 - 08.30am start at old Gaol to be at the Military Museum for 09.30am, Cost \$5 per member . Club contribution \$20 per member, Morning Tea provided

CORRESPONDENCE – IN - Smoke Signal magazine – circulated, Trailer Registration \$71.20 – John BANKS, Treasurer to attend to.

CORRESPONDENCE – OUT - Club Ride details sent to Murray BARNARD (VMCC Perth)

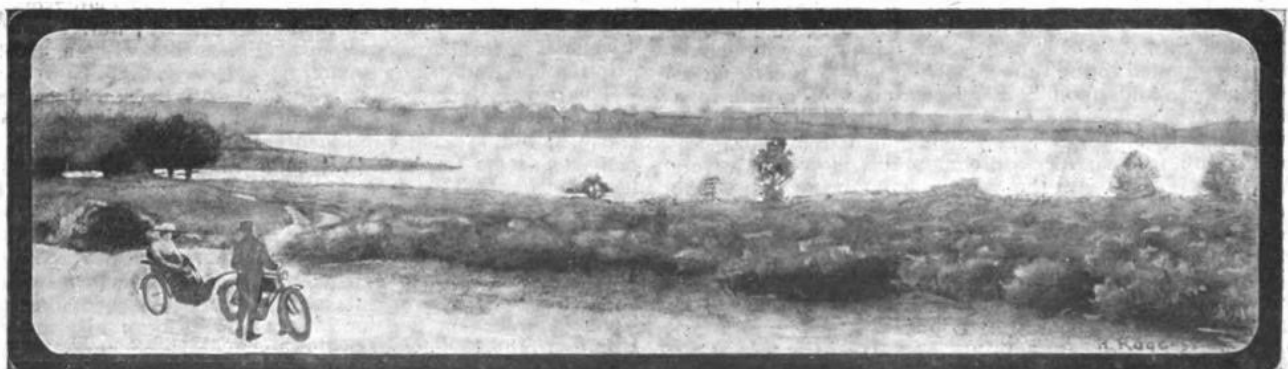
Moved Accepted A.DUNCAN , Sec P.ARMSTRONG Passed

TREASURERS REPORT – John BANKS - Full report presented - Summary of projected income / expenditure provided - Moved Accepted I.REDMAN, Sec J.NORTHCOTT Passed

GENERAL BUSINESS

1. **Concessional Licence:** L.MORGAN advised members to be vigilant in ensuring membership current for Concessional Licences to remain valid. Latt FULLER (Perth Branch) maintains the register and needs to be advised of all transfers of concession vehicles. Any information required, contact Lynton MORGAN
2. **Hill Climb:** The Albany Vintage and Classic MCC have advised that the Hill Climb and Extravaganza will not be happening the year. Discussion ensued.
3. **Christmas Charity Ride:** Update provided by L.MORGAN.
4. **Chalet Lock Change:** Dave provided an update. Not changing locks at this stage. Bernie advised that the Locks can be changed to "Do not copy" keys. Discussion- Nothing resolved.
5. **Training Day 23/10/2022:** There are possibly 3 vacancies. If you are interested contact John BANKS.
6. **Membership Database:** Discussion about the membership database held by VMCC Perth was discussed. 4-5 members were not financial. This leads to issues re concessional vehicles. Andrew DUNCAN proposed a motion: "Perth VMCC to investigate delivery of Annual membership renewal to members by email or other means." Moved A.DUNCAN Seconded T. DELANDGRAFT Passed.
7. **Coffee Runs:** Andy DUNCAN proposed that the Committee prepare the Coffee Runs for the upcoming month and distribute to members with the monthly minutes. Accepted by the members. Hortons Dairy Kronkup. John BANKS had investigated Hortons Dairy at Krokup as a potential Coffee Run. JB to investigate further.
8. **Pre 65 Run Frenchman Bay:** Bill MORRELL gave an overview of the run.
9. **ELLEKER RUN:** Manfred FEICHTINGER discussed the route of the current Elleker coffee run. Manfred to investigate alternative route.
10. **General Discussions:** Andy DUNCAN- Noisy vehicles near the Bramble Bridal Path. Local complaints. For info of members as this area forms part of a local run, John BANKS – Discussed book "Around the World on a Motorcycle". Recommended reading and book is in the club library.

MEETING CLOSED 9.20pm. Minutes prepared by Nigel FIANDER – Club Secretary. Next Meeting – Thursday 04/08/2022 7.30pm Little Grove Chalet.



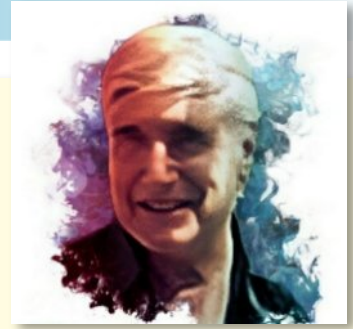
Albany Section

Arthur's Pie Run. Sunday 10th July

The weather wasn't all that flash, a nice shower of rain to get us started as we left the Old Gaol on the cold overcast Sunday. A quick stop at Bakers Junction to take on board a hot drink then headed north. The cold dense air improved the performance of the old bikes as we thundered through the Porongurups road into Mt Barker. This exhilarating ride certainly improved the mood. Arthur escorted the riders to the new skywalk at Wireless Hill just outside Mt Barker, then back to the pie shop for lunch. Straight back down the Highway for home after lunch. Those with a poor sense of timing drove right into a down pour at the airport. That completed the days activities, all in the spirit of motorcycling. Thanks to Arthur and Ian Redman for hosting a good day's riding.



Pre31 Section



VMCCWA Pre 31 Section Meeting No. 418 22-06-2022

Venue, Ken Marshall Room, Hale Road, Wattle Grove

Chaired by Ken Vincent

Members Present Greg Boothey, Greg Hughes, Jeff Lindley, Brian Rodwell, Tony Southall, Gary Tenardi, Ken Vincent, Art Woldan

Apologies Peter Lawson, Jeff Sanders

This was the Annual General Meeting, No. 22, and it was convened before the Monthly General Meeting. The minutes of the Monthly General Meeting follow.

The items below follow the Pre 31 Section AGM agenda.

The minutes of AGM No. 21 (last year's) were read by Ken Vincent. This was followed by the three officers' reports.

Chairman's Report: The primary aims of the pre 31 section of the vintage motorcycle club of WA are to encourage the use and restoration of motorcycles made before 1931 whether vintage (1919 to 1930) or veteran made before 1919. We realise as the years march on the bikes made between 1931 and 1949 have been left behind with very few if any runs suitable for their much slower speed. We have over the past few years now offer runs solely aimed at giving them an outing. we have been calling these events "old hotel run." Planned out to suit these older bikes. so please come and join us and get that forgotten era bike out of the shed and have some fun. Meanwhile this year past has seen our section slowly increase its membership. The roaring twenties and the Beverley re-enactment runs still have a great following. We lost our vintage display at the old bike show to covid restrictions this year but hopefully plan to have a great display for next year. Thank you all who promised help and bikes. Thanks to all members who brought along their precious bike parts to discuss and display at our monthly meetings. Thanks to our secretary Art for his sterling work in getting our news out to all of you via email. Thanks to Jeff Sanders for looking after our funds as treasurer and thanks to Gary Tenardi supplying us with tea and biscuits.

Secretary's Report: Being the Pre 31 Secretary has been a way to be involved with the VMCCWA. As Secretary a notice about the monthly meeting is emailed on the Monday before the Wednesday meeting, which may improve meeting attendance. The minutes are written with Word software, then hard copies are printed and added to the minutes book. Following this the minutes are scanned and emailed as a pdf (Portable Document Format) document. Because the minutes book contains hard copies there will be no loss of information due to software changes. Once a minutes book is full it's left in the VMCCWA Library. The Pre 31 Section minutes are now included in the Chatter so the Pre 31 Bits & Pieces can be seen by all the VMCCWA members, not only the Pre 31 members.

Election of Officers. The only nominations were from the current officers so it was agreed they should continue:

- Chairman, Ken Vincent, Secretary, Art Woldan, Treasurer, Jeff Sanders. Ken said he would continue as Chairman one more financial year and then a new Chairman will be required, starting in July 2023.

AGM No. 22 was closed at 7.55pm and the June Monthly Meeting was convened.

Minutes of Previous Meeting Emailed by Art Woldan.

Business Arising from Previous Minutes The May minutes said Greg Boothey would be the organizer of the 2023 Roaring 20's Event with the help of others, and Greg confirmed that Sue and Peter Lawson will also be involved.

Financial Report The Westpac account had \$3207.29 on May 18th and \$2632.29 on June 20th. The reduction was due to payments to Greg Boothey and Jeff Lindley for the Roaring 20's Event.

Past Events

19-06, Mammoth Parts Sale & BBQ at the Maddington Unit. Jeff Lindley reported there were plenty of items available. It was noted that Keith Weller and Chas Bayley had put in many hours assembling bikes from parts.

18 & 19-06, Rocky's Overnighter, by Michael Rock.

Future Events

26-06, Autojumble by the Veteran Car Club, Ranford and Wharton Roads.

17-07, Peter Groucott Run, by Steve Hills.

10 & 11-09, Beverley Re-Enactment Run, by Ken Vincent. Jeff Lindley said he may be able to do backup but wasn't sure.

Business Arising from Events

Another Old Hotel Run will be organized and hotel suggestions are invited. It will be for Pre 49 bikes.

General Business: Brian Rodwell said he had attempted to contact Ken Hopkins but hasn't been able to. Brian also showed a cheque for \$5 he received from the previous account holder, the ANZ Bank.

Bits & Pieces

Jeff Linley showed a 1923 350cc Beardmore Precision cylinder with an integral head. Jeff has added GMH valves, Ford valve guides, and valve access plugs made from Nissan parts.

Jeff showed some A Plugs that are used to stop the growth of cracks in metal. The procedure is to drill a hole at the end of the crack and insert the A Plug.

Jeff also showed some leather-working tools.

Greg Boothey showed a 1904 340cc Minerva engine and the associated frame, forks and tank he's restoring. Minerva bikes

Features

Motorcycle Timeline

From Big Bang to bang-pop-bang and beyond

Part 3 - 1800 to 1819

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives on the most Westerly point of Russia (the Isle of Wightistan). David has kindly shared his timeline of motorcycles with us. This part takes us into the 19th Century....the pace of change picks up.

1800: WATT'S PATENT expired. By this time about 450 Watt engines and more than 1,500 Newcomen engines had been built in the UK.

TREVITHICK HAD completed a working model steam locomotive and began building the real thing.

1801: FRENCHMAN PHILLIPE Lebon patented, but didn't build, a double acting gas engine with explosions of coal gas, ignited by electric spark, on both sides of the piston. As well as turning the crankshaft, the conrod powered two pumps which compressed the gas and air before they entered the cylinder. Lebon died early; some historians reckon his untimely death delayed the invention of the internal combustion engine for 50 years.

ANOTHER FRENCHMAN named Cardinet patented a taper roller bearing.

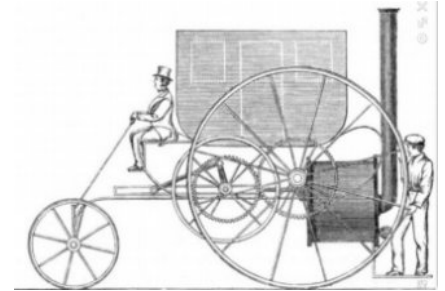
RICHARD TREVITHICK went for a run up Camborne Hill on his high-pressure steam trike which he called Puffing Devil. It was Britain's first road vehicle. A pal of Trevithick's wrote: "Upon Christmas Eve, coming on evening, Captain Dick got up steam out in the high road, just outside the shop [John Tyack's blacksmith shop where the vehicle was built]. When we see'd that Captain Dick was going to turn on the steam, we jumped as many as we could, maybe seven or eight of us. 'Twas a stiffish hill, but she went off like a little bird." The next run was made a few days later, as recalled by one Davies Giddy: "The Travelling Engine took its departure from Camborne Church Town for Tehidy on the 28th December, where I was waiting to receive it. The carriage however broke down after travelling about three or four hundred yards. The carriage was forced under some shelter and the Parties adjourned to the Hotel & comforted their Hearts with a Roast Goose & proper drinks, when, forgetful



of the Engine, its Water boiled away, the Iron became red hot, and nothing that was combustible remained either of the Engine or the house." So the trike broke down, Dick and his mates left the engine running, pigged out, got pissed and left it to self-destruct. Makes you proud to be British. Trevithick was also a noted wrestler, built and ran Britain's first steam railway (albeit as a fairground ride) and could "hurl a sledgehammer over an engine shed" – which would have been at least as tall as a two-storey house. What a geezer.

1801 PUFFING DEVIL: Christmas Eve 1801 and Captain Dick Trevithick and his mates rode the first self-propelled wheeled vehicle in history.

1803: HAVING BEEN granted a patent in 1802, in partnership with his cousin Andrew Vivian, Trevithick made a second steam carriage which he drove to London, via Plymouth, scaring the hell out of the population. A contemporary reporter claimed "A toll-gate keeper was so frightened at the appearance of the sputtering, smoke-spitting thing of fearsome mien that, trembling in every limb and with teeth chattering, he threw



aside the toll-gate with the scared exclamation, 'No noth-nothing to pay. My de-dear Mr Devil, do drive on as fast as you can. Nothing to pay!'. Trevithick also wrote of the advantages to be gained from incorporating a multi-speed transmission.

1803 TREVITHICK CARRIAGE - Trevithick's London Steam carriage took to the road in 1803.

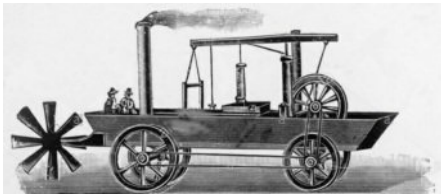
1804: TREVITHICK BUILT the first-ever steam locomotive to run along a track, at the Pen-y-darren Ironworks in Wales. It pulled five cars loaded with ten tons of iron and 70 workers for nine miles at 5mph.

1805: NELSON'S VICTORY at Trafalgar gave Britain global domination of the world's oceans. For the next century the Pax Britannica facilitated imports of raw materials and exports of manufactured goods. And in due course those exports would include Colonial Model motorcycles for the Empire and beyond.

IN THE USA Oliver Evans built the Oruktor Amphibolis ("amphibious digger"), a steam-powered, flat-bottomed dredger for the port of Philadelphia. It was 30ft long, 12ft wide and weighed 17 tons. He later claimed to have driven it 1½ miles to the dock, adding: "When she was launched we fixed a simple wheel at her stern to propel her through the water by the engine...we concluded that if the power had been applied to give the paddle wheel the proper motion we

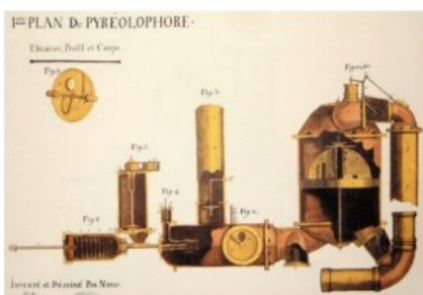
could have stemmed the tide of the Delaware.” Note the “if”. Over the years increasingly wild claims were made in magazines and books, and by Evans himself, for what many Americans still believe was the first powered vehicle on the continent. The stories continue to this day. However, no designs for the machine survive, and later analysis of Evans’ descriptions suggests that the 5hp high-pressure engine was not powerful enough to move the vehicle either on land or water. The Oruktor was a flop. The city council finally gave up on the project in late 1808. It paid Evans what he claimed he was owed, and in June 1809 it sold the machine for parts. It got \$31.10 back for its \$4,000 investment.

1805 ORUKTOR: The Oruktor Amphibolis has gained in stature over the year—why let the truth get in the way of a good story?



1806: N NAPOLEONIC France brothers Claude and Joseph Niépce built a reciprocating engine they called the Pyreolophore; it’s generally accepted as the world’s first internal combustion engine. The Pyreolophore was fuelled by coal dust and lycopodium which, as you doubtless know, is a powder of club moss spore, (they subsequently used coal mixed with resin and experimented with a liquid fuel similar to paraffin using a type of fuel injection) with flame ignition. It ran at 12rpm and was used to power a boat upstream on the River Saône (by expelling exhaust gas), after which Napoleon Bonaparte granted them a 10-year patent.

1806 PYREOLOPHORE: Here’s the original plan of the Pyrelophore, as drawn by the Niépce brothers. Hey presto, internal combustion.



IT’S THAT MAN Trevithick again: this time he set up a circular track in London’s Torrington Square, installed a steam loco similar to the one he’d run at Pen-y-darren in 1804, named it the Catch-me-who-can and ran it as a fairground ride.

A **PATENT** was granted to John William Loyd for “anti-friction rollers or wheels to assist all sorts of carriage wheels”.

1807: FRANÇOIS ISAAC de Rivaz retired from the Swiss army and spent his time designing an internal combustion engine that was fuelled by hydrogen and oxygen. He used the new fangled electricity to extract the hydrogen from water and then ignited it with a spark from a Voltaic Cell. He had to open a valve manually for each stroke of the engine so credit to him for managing 2mph.

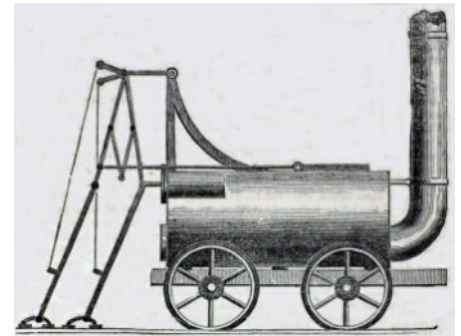


1807 DE RIVAZ CAR: Dawn of a new age: DeRivaz drove an automobile.

1809: SIR HUMPHRY Davy invented the first electric light by connecting two wires to a battery and attaching a charcoal strip between the other ends of the wires. The charged carbon glowed, making the first arc lamp. A bit clumsy for a motorcycle but OK to light a large workshop. (The great man had produced the world’s first electric light seven years before, but the platinum filament burned out too quickly to be of practical use—and the previous year he had established the existence of aluminium and named it.)

1814: SCOTTISH ENGINEER William Brunton, formerly superintendent of engine manufacturing at Boulton & Watts’ Soho Manufactory, built a steam carriage called The Mechanical Traveller. It was also described as a steam horse, because while it was mounted on wheels

it was propelled by two legs (called propellers) ending in broad, spiked feet. It took steps of 26in and weighed in at less than 2½ tonnes. Throughout the winter of 1814 The Mechanical Traveller earned its keep at the Newbottle Colliery, trudging up and down a 1:36 slope at 2½mph; it was said to have the tractive power of four horses. Brunton relied on his wrought iron boiler to handle a pressure of over 400psi—the following year it blew up, killing 13 people.



1814 MECHANICAL TRAVELLER: The Mechanical Traveller, aka the iron horse, more than a century before Ariel used the legend cheval de fer.

AS IF ONE walking steamer wasn’t enough, Thomas Tindall of Scarborough patented a hybrid with a steerable wheel up front, four legs to move it along and two wheels at the back which could be powered for tackling hills or hauling heavy loads. It also featured a windmill, driven by exhaust steam as well as the wind, for extra power.

1815: JOSEF BOZEK of Prague built a steam carriage. Bozek sat in front, a copper boiler at his feet, steering the vehicle with a tiller. Although the two-cylinder, ½hp, steam engine produced very little power and the limited boiler capacity necessitated frequent stops it ran well enough for its inventor to persevere. He staged a public demo as a fund raiser but there was a thunderstorm and in the confusion someone stole the gate money. This upset Bozek so much



that he gave up on road transport to concentrate on horology.

1815 BOZEK STEAMER: For the bicentenary of Bozek's demo run this replica was built and driven in Prague.



1816: CONCERNED BY THE DEATHS and injuries caused by exploding steam engines Reverend Robert Stirling came up with a hot-air engine. Rotation was caused by heat differentials as air passed between various parts of the engine. It might well have been safer than a steamer, but developed a meagre 2hp.

1817: BARON KARL Friedrich Christian Ludwig Drais Von Sauerbronn, an officer in the Prussian army (with a name like that what else could he be?) designed and built a two-wheeler which he called the draisine (often frenchified to draisienne). It was similar to the celerifere but Von Sauerbronn fitted steering, which had to be A Good Thing. Joseph Niépce (inventor of the Pyreolophore engine in 1806) uprated his hobby horse with an adjustable seating position and called it a velocipede—the name stuck. Mind you the French are still producing hobby horses for nippers which are marketed as Draisines so that name stuck too.



Karl strutting his stuff: legend has it that he once managed the 16 miles from

Karlsruhe to Schwetzingen in just over an hour; he could average 7mph on the flat.

Cobbles, tight trousers, iron-shod wooden wheels, no suspension...but an important stage in the evolution of the motor cycle and therefore a good thing.



1818: ACCORDING TO CONTEMPORARY newspapers a draisine hobbyhorse fitted with some kind of steam turbine driving both wheels was demonstrated in the Luxembourg Gardens in Paris on 5 April. And who could resist a vehicle called a Vocipedraisiavaporianna?

1818 VOCIPEDRAISIAVAPORIANNA: "Zut alors! The illustration may be mostly the artist's imagination but it seems a two-wheeled steamer was built in 1818 that might have been power-assisted.



ENGLAND FOLLOWED Germany and France into the bicycle age courtesy of London coachbuilder Denis Johnson who, like Joseph Niépce, built an improved version of the draisine which he called 'the pedestrian's curricle'. As well as an adjustable saddle Johnson incorporated an elbow rest. Still no brakes, let alone any form of suspension, but it had an elbow rest. Go figure. The curricle featured an elegantly curved wooden frame, allowing the use of larger wooden wheels. Several parts were made of metal, which allowed the vehicle to be lighter than the continental version. Thanks to Niépce it was formally referred to as a 'velocipede', but as Regency dandies started to hurtle about on them nicknames abounded, including dandy-horse, hobby-horse, pedestrian's

accelerator, swift walker and, possibly the most accurate description, boneshaker. Johnson made at least 320 velocipedes, opened riding schools in the Strand and Soho and introduced a dropped-frame ladies' version. His son John Johnson toured England displaying the machines and giving riding lessons; destinations included Bristol, Bath, Manchester, Leeds, Birmingham and Liverpool. Despite all this energetic advertising the hobby-horse craze was over within a year.



1818 RIDING SCHOOL: Young dandies were taught to handle their new toys in riding schools.



1818 LADIES CURRICLE: Long before there were open-frame ladies' motor cycles to suit plucky Edwardian gels there were open-frame ladies velocipedes to suit plucky Regency gals.



RUDOLH ACKERMANN, British agent for German carriage builder Georg Lankensperger, patented the carriage steering system that Lankensperger had designed the previous year. Ackerman (as it's now spelt) steering's geometric arrangement of linkages solves the problem of wheels on the inside and

outside of a turn tending to trace out circles of different radii. It is relevant to our story as many early 'passenger motor cycles' were forecars with two wheels up front. In recent years this layout has made a minor comeback.

1818 CURRICLE POSTER: A contemporary caricaturist's view of the dandy-horse craze, entitled "Hobby-Horse Fair".



1819: DAVID GORDON, who was working with William Murdock in the Soho works, experimented with compressed air for road locomotives. He also established a society of gentlemen with the idea of forming a company to run a mail coach and other carriages by "a high-pressure steam engine, a gas vacuum or pneumatic engine supplied with portable gas".

LEEDS CUTLER John Baynes scorned steam in favour of manpower with treadle-operated legs to push a carriage along in the same way as the Mechanical Traveller.

A LONDON coachbuilder named Birch [is it me or does sound like the first line of a limerick?] designed and built a three-wheeler he called a 'Manivelociter' which was propelled by a brawny volunteer at the rear moving long hand-operated levers while a driver up front sat back and enjoyed the ride. You can bet Birch took the driving seat. Maybe the lever-mover complained because he quickly built the 'Trivector' which carried three, all of whom did a share of the work. And there was plenty of work to go round: the Trivector with its 5ft driving wheels weighed 700lb. It worked though, completing the 54 miles from London to Brighton in seven hours.

Next issue: we continue to explore the invention of the motorcycle as we know it.....



WESTERN AUSTRALIA'S FIRST LONG DISTANCE MOTORCYCLE ROAD RACE - 1904 and 1905 Distance 116 miles

The idea of a long distance road race for motorcycles was first mooted in the "Western Australian" some time in August 1904. The race was instituted and organized by the League of W.A Wheelmen and was to be run on the same day as the Annual Beverley to Perth Cycle Road race which had been started in 1897.

On the day of the Beverley (as it was known) the rain had taken its toll of the road. This being the 10th of September and the report was that the event was postponed on the day of the Beverley Road race owing to the treacherous nature of the roads being deemed by the starter Mr. A Ford as too dangerous to risk life and limb. Another report mentions the good time the riders had coming home on the train, eating up all the chocolates left over from the cycle race. The course start is at Beverley Post Office and proceeded to York where a time control was set up at the Post Office. The riders continued straight through York, following the railway line to Northam Post Office. Leaving Northam they again followed the railway line through to Clackline - Chidlows and down Greenmount to Midland Junction Post Office where there was a time control. Continuing down Great Eastern Highway, through Guilford and over the Burswood Railway Crossing Rivervale, then via Duke Street, Kingston Street to Albany Road (Albany Highway) to finish at the Victoria Park Hotel. The distance was 116 miles. The first prize was a bicycle valued at 30 pounds, donated collectively by Messer Mortlock Bros, Dunlop Tyre Co., India Tyre Co., and Mr. R.B. Gilmore. Three pounds three shillings entrance fee donated by the League of Wheelmen. Second prize was five pounds, five shillings donated by the Armstrong Cycle and Motor Agency. Third prize, a set of motorcycle tyres was donated by the Dunlop Tyre Co. Fastest unplaced time the prize was a travelling bag

donated by Mr. F. Mallabone and a piece of silver plate donated by Mr. J. Levinson.

Three weeks later (1 October 1904) the big day had arrived. The riders and machines having travelled to Beverley on the train from Perth the previous day. Because of the delay, interest had subsided and out of the original 17 names nominated only 6 started, those being: Cato - 1.5hp Clement Garrard, Mallabone - 2hp Minerva, Ward - 2.5hp, Jewell - 2.5hp Home made with Sarolea parts, Henley - 2.25hp & Gilmour 2.25hp De Dion. Saturday morning at Beverley broke with the prospect of unsettled weather, with banks of dark clouds and intermittent bursts of sunshine to cheer the little band of Pioneer Motor Cyclists on their way. At 9:00 AM Cato, was sent off on his solitary journey. Mallabone and Ward set off at 9:30 AM. At 10:00 AM Gilmour set off to overhaul the leaders. The bad road conditions were covered without any undue trouble to York and Northam, but Jewell had left Henley behind and as he pushed on was surprised to find he had run into private property, the occupants of which directed him to the road that he should take, but his detour cost him 15 minutes. It was stated that Gilmour was 'laying down to it' and the machine simply flew along. Having such wide knowledge of motors and motoring he was placed in a better advantage of knowing how to handle his motorcycle. Gilmour rode on, a dip in the road came into sight, and the rider quickly sat back behind the saddle and waited, when a yard or so from the ditch he pulled the front wheel up a little from the ground, so that it would miss the drop altogether, leaving the back wheel to encounter the obstacle. As a result of the jerk on the handlebars they broke clean off and were pulled right out of the head stem. Balancing the machine until it had slowed down to about 5 m.p.h. he was able to slip off backwards and hold the machine. He then walked his machine 2 miles to York. No backup in those days. The other competitors had safely reached Northam. In the meantime Gilmour had fitted a normal pair of push bike handle bars to his motorcycle and had carried on. Cato had passed through Northam and was about 5 miles out when he hit a ditch, similar to Gilmour, and smashed his front wheel. He walked back to Northam and caught the train to Perth. We don't hear any more of Henley after Northam so we

presume he pulled out also in that town. By this time Mallabone had taken the lead and had passed through Northam at 1:10 PM after a hasty meal. He had a problem with the oil pump but wrapping tape around it repaired this. Jewell passed through at 1:22 PM. Mallabone was pressing on at considerable speed with Jewell close behind. A thunderstorm hit the competitors as they passed through the Mundaring area but apart from this the race was trouble free to Victoria Park. Nearly an hour after the advertised time of the finish the alarm was given that a motorcycle had been sighted turning into Kingston Road and shortly afterwards Mallabone peddled over the hill and rode into the finish point at 3:50 PM amidst cheering and applause. Eighteen minutes Jewell finished and these were the only two to finish while the League Officials were there. Somewhere about 6:00 PM Ward finished and at 7:10 PM Gilmour reached the Hotel. Actual riding times for the 116 miles were: Mallabone - 5 hrs 44,5 mins (20mph average), Jewell - 5hrs 59.5 mins, Ward - 7hrs 50mins, Gilmour - 8hrs 40mins (13.4mph average), Cato & Henley - DNF.

This event is being re-enacted by the Pre31 Section in September this year & is an annual event for Pre31 machines.

Numb Bums & Oily Rags

A TALE OF TWO ONE-TWO-FIVES: Sometimes you just have to make do with what you've got, even if it looks a bit silly. So it was when I was 16, and model aeroplanes were my passion. I was quite successful in this, particularly in the Nordic a2 glider class, where I was national junior champion. The Nationals were to be held in Auckland, an island and a half away. I arranged transport for my glider, but no-one had a spare seat. We didn't have a car available. Paul and Jack decided to ride, on Paul's jam pot Matchless 350, a nice way to travel. Chris and I elected to travel on Chris's plunger 125 James, two up, with minimal luggage. Money was typically teenage short, so we'd sleep wherever we could. We did such maintenance as you can on such a machine, and off we went. There's a lot of hills in the 321 miles between Christchurch and Picton. Progress was

slow of course, but at no stage did we regret our decision. At our speed, up to 40 m.p.h. if we had a decent tailwind, you really see the passing countryside. You can talk, too, there's not much wind noise. Our first night we spent in a haystack, quite close to the road. There was a bit of rustling going on, rodents no doubt, but no problem, we both enjoyed a beautiful sleep. Then an early start to the ferry. The country up that way is beautiful, even more so in the morning, on holiday.

Cook Strait, between the two islands, is a treacherous piece of water, even years later claiming a modern ferry, full of people and cars, the "Wahine". Our trip was uneventful but a bit rough. I'd regretted not having a groundsheet in our haystack. Having a shower on the ferry gave me an answer in the shape of a very nice plastic shower curtain, which wound up in my meagre luggage. Arriving in Wellington, we were faced with 652 miles to go. Our trusty James hadn't missed a beat, hadn't even whiskered a plug! How many modern riders have even heard of a plug whisker? Our brought-from-home food finished it was sandwiches for lunch and fish and chips for dinner, then we found a nice bridge under which to sleep, and sleep we did. And the next night, under another bridge. Good groundsheet!

The next day's uneventful ride took us to Auckland, and our camp. The model aeroplane Nationals went off well, lots of fun catching up with people. I didn't quite manage to hang on to my title, beaten by the smallest margin, but I was well satisfied. Chris wandered round the countryside and came up with a surprise. One small, very cute, very young kitten, all over shiny black. The litter was offered near the local shopping centre, free of charge. Chris decided this would be a nice present for Gay, his girlfriend. It was a dear little animal, quite happy to be in the pocket of Chris' parka. We were very tight for money, but figured one small kitten wouldn't eat much; so it transpired. Back on the road, homeward bound. The mighty James was still being worked very hard, but seemed to be thriving on it. We used full throttle constantly, that felt wrong, but necessary. Not bad for a 125 cc ride-to-work machine.

We had no idea whether or not kittens were allowed on the ship. In a public

toilet in Wellington, we "borrowed" a paper towel dispenser and some towels; this we reckoned was luxury for our pet and we reckoned to pass it off as a radio if asked, it was similar in size, shape and colour. On the gangway, tucked under Chris' arm, it looked the part, until a furry black leg came waving out the towel slot. No one noticed! We were to travel in a big dormitory cabin, with fifty or so other unfortunates. This was renowned as the worst ride in the ship, down the bottom, amidships. Seasickness was pretty much guaranteed; even if you were ok, those around you would for sure be "calling for Arch", inspiring their neighbours. We believed a full tummy would help avoid that awful dry retching, and fizzy soft drink was reputed to help. Coca Cola was new on the market, attracting its fair share of urban legends- it would dissolve a penny, drink it with a few Aspros, you could get high, and so on, so we had a feed of fish and chips, followed by plenty of Coke, and went to bed in our bunks right by the door. It wasn't long before the first victim went rushing past, hand clamped over mouth, to the toilets. Followed in the night by what seemed like the rest of the cabin, some of whom didn't quite make the "big white steering wheel". The stink was awful, but remarkably, neither of us participated. I did go upstairs for a breather, but that only served to emphasise the stink on return. There was some very green looking people disembarking, we felt pretty smart!

To say the last day's ride was uneventful is true, but doesn't give any idea of how happy a ride it was. There's little excitement at the speed available, but it's very pleasant just droning along, enjoying the countryside. We both agreed we'd do it again. That James was the first motorcycle I'd ever been on, some months previous, and it had lit my fire. I came from a non-motorcycle family. Soon after Chris sold our faithful ride, replacing it with a plunger Ariel 350. Gay was thrilled with her kitten, which lasted around twenty years before closing its eyes for the last time.

Fast forward about fifteen years, I'm now living in New Plymouth, in the shadow of Mount Egmont. That's the westernmost part, the big bump that stands out. I'm in the local Motorcycle Club and am the delighted owner of a Suzuki TS125, the only new bike I've ever had, and it's a

gem. I've ridden it in trials, scrambles and on grass, my lack of success due to me, not the bike. I've had some wonderful trail rides, the countryside is very accommodating. The annual Cold Kiwi Rally, to Waiouru, centre of the North Island, where it snowed overnight ranks as the best ride ever. A friend in Christchurch sent me an invitation to co-drive his beautiful 1927 Nash, in what was planned to be the biggest Vintage and Veteran Rally to be held anywhere, ever. The rally is to be centred in Nelson, on the North of the South Island. YES PLEASE! That's about 700 kilometres and a ferry ride to Christchurch via some delightful roads, so it's an easy decision to travel by the sweet handling Suzuki. For sure it will be a different trip from my previous 125 adventure. The bike never missed a beat, flying along through the endless hills. The good handling on the road, in defiance the very ordinary multi-purpose tyres fitted continued to surprise me.

The Rally surpassed all expectations, though the mighty Nash did break an axle in the "Le Mans" event, a regularity trial. I drove a borrowed Austin A40 Farina to Christchurch to pick up a spare axle overnight, whilst Howard slept; I went to bed as he fitted the axle, and we were back in business. In all, it was an event you'd never forget, superbly organised and supported by many businesses and finished off with a beautifully presented ball.

Back on the Suzi, back to the ferry terminal at Picton. There didn't seem to be much happening when I rode up the wharf, but a guy stopped me to tell me "No ferry today mate, we're on strike!" This was not good. My foreman was to go on leave the day I returned, somehow I had to get back. My informant was keen enough to explain the strike. "Some of the crew had engaged the services of a lady of the night, on board. The lady dropped and broke a glass, but as the stewards were only obliged to pick up crew mess, the glass remained. The crew wouldn't touch it, that was steward's work, but an officer saw it as a danger there in the corridor, couldn't get anyone to pick the glass up, and did so himself. "All out brothers! He's doing our job!" came the cry, so out they went. Can't have that mate." Straits Air Freight Express flew a fleet of Bristol Freighters north to south and back frequently, so

with no real expectations I headed for the airport. Those days there was no security to speak of. An airport worker directed me to a hangar, where I should find Stiffy. Sounded like a wind up, but no, a very helpful Mr Stiffelmaus heard my story, asked details of the bike, then pointed to a Bristol into which I should take and secure my machine. Done, and I was to ride in the engineer's seat, behind the two pilots! What a treat. I'd always been fascinated by the big powerful Freighter, such a workhorse, those hugely powerful radials, when they flew over our house, you could feel them above. And what a mighty noise! The flight was all too short. The pilots were glad to answer all my questions and liked showing off their aeroplane. What a bonus!

Naturally, the little Suzuki started first kick, I said goodbye to my new friends and enjoyed an uneventful ride to home. Life is so good. *Adrian White*

Profile

John Moorehead

I was born in December 1941 in the country town of Baralaba., some 100 miles south west of Rockhampton, central Queensland. A wonderful childhood with activities in the surrounding bush and seaside towns. We all made our own fun and actually managed without TV, computer games and the like. My father was a Boiler Attendant and Engine Driver working in the local mines and factories. Steam engines were still in common use not only for trains, shipping etc. but for factory machinery.

When I was 14 years old my parents moved to Sydney to go into partnership with my uncle in a small farm on the outskirts of Sydney. The main activity was the intensive, high-density farming of Chickens. My uncle was friends with Bob Ingham and both my uncle and Bob believed that whilst at this time Chicken (chooks) were only enjoyed on special occasions and within a few years it would be a common meal. Long before Kentucky Fried and the like. The rest is history.

I completed my Leaving Certificate in 1958 and started work as an Engineering Cadet at Cable Makers Australia Pty Ltd (CMA) at Liverpool NSW. Whilst still at school I purchased my first motor cycle.

It was a 1946 125 cc Waratah manufactured by William Brothers in Sydney. I restored this machine, licensed it, and used it in conjunction with public transport when I started work and also for attending night classes up to 4 nights a week for my Production Engineering studies. After this motor cycle came a BSA 125 Bantam, 1950 350 Royal Enfield and a BSA B31. After a year or so I could afford a car.

In 1963, CMA open a small factory in Perth WA and I was given the task to supervise the installation of the production machinery for PVC insulated cables. I remained to train the operators, set up the laboratory the test facility. I continued on as Factory manager until 1970 and then returned to the main Factory in Sydney as Chief Cable Engineer. Whilst in Perth I attended the WA Institute of Technology (now Curtin University) to further my Engineering qualifications in Production Engineering and Electrical Engineering. My leisure activities whilst in Perth included SCUBA diving and instructing with the Underwater Explorers Club of WA and social motor cycle activities with a 1955 BSA B31 machine.

After returning to Sydney, I was involved in many electrical cable projects not only in Australia but overseas. One interesting project was the development of the Barra Sonobuoy for the detection and identification of submarines. CMA was a subcontractor to the team designing and manufacturing this device. Over 30,000 were made and supplies to various countries earning Australia some \$300 million in export dollars.

I continued with my SCUBA diving, underwater photography and historical ship wreck research in the Sydney area. Helen and I met in Sydney and we married in 1973. Our two children were born in Sydney. With the enjoyable phase of family life my activities expanded to netball, scouts, tennis football etc. .

In 1982 our family moved to Perth and I was appointed as senior Cable Engineer based in Perth. I retired full time employment in 2000 as the Regional Manager for CMA.

After returning to Perth my interest in motor cycles was rekindled. I have restored several motor cycles The first

was a 1950 BSA Bantam and at this time I joined the VMCCWA in 1988. This machine has now travelled some 17,500 miles (28,200 km) on VMCC events.

Other machines followed including 1960 D7 Bantam, 1952 BSA M20, 1951 350 Ariel, 1953 BSA M21 and Dusting Side Car, 1948 T100 Triumph and a 1937 BSA M23 and Side Car. My enjoyment has always been restoring machines as near as

possible to the original manufacturer's specification. After joining the VMCC I participated in as many events as possible and assisted with the operation of the Club in fulfilling various tasks, eg Committee Member, Treasurer, Spares Officer, Club regalia, Events/social organiser etc. Other like activities have included a vintage and classic car. Currently I work one day a week as a

volunteer at the Aviation Heritage Museum in Perth.

Whilst age has meant some health restrictions that prevent me from participating in VMCCWA events, I have fond memories of my membership of the VMCCWA.

John Moorehead Life Member No 627
June 2022

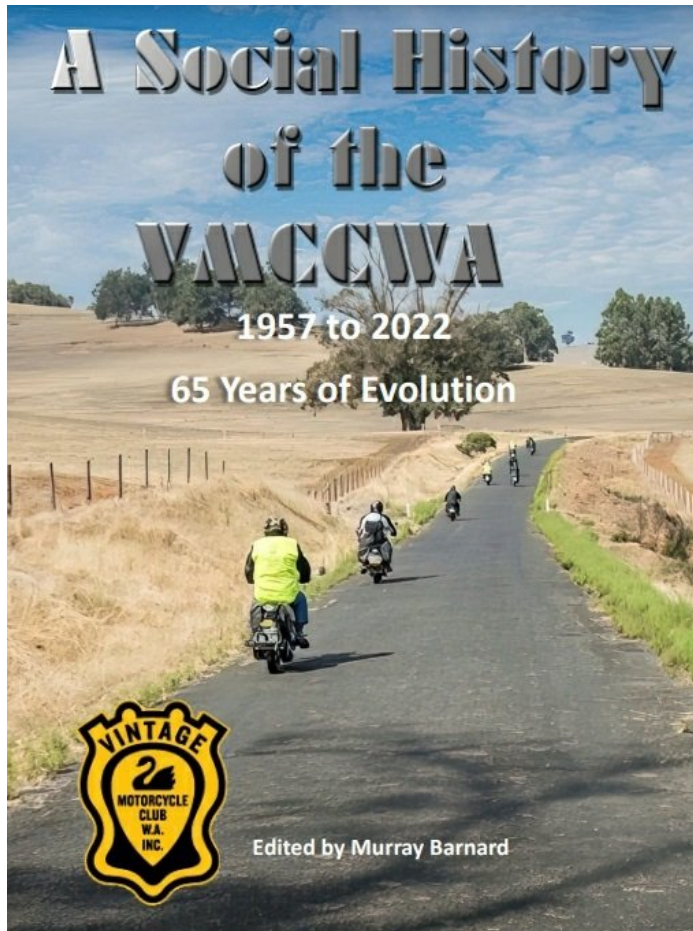


Donation of Bultaco Metralla - Club member Greg McKillop has generously donated his immaculate Bultaco Metralla 250 to the VMCCWA. The bike is on display at the Whiteman park Motor Museum.



A SOCIAL HISTORY OF THE VMCCWA

I am writing/editing an illustrated history of the VMCCA. It is extremely difficult to get material from the era of the early days. If anyone has any photos or material they think could be useful for this exercise I would like to hear from you. I particularly need material in the decades up to 2000. You never know, you might get your name or picture in the publication. This is a longer term project at the moment as my head still needs re-tuning. *Murray Barnard*



1981: Prince Charles and Diana Spencer get married; but, the dress made more headlines! Population of Perth reaches 942,000

In May the subject of "A Possible Future Home" for the Club was raised for the first time. This concerned the possible involvement of the Club with the development of the VCC's leased property at Forrestfield.

The June General Meeting was marred by having to be conducted during a strike by power workers and therefore under blackout conditions. Members arrived carrying torches and lanterns and "the show went on" but it was of short duration. "Prof" Wilkinson was not deterred and he showed some of the films he had demonstrating his unbelievable stunt driving.



The Annual General Meeting was held on 2 September, 1981 with Jack Berkshire in the chair. The retiring President's Report was accepted as read as it had been published in Vintage Chatter. The President wished to personally convey his thanks to Ron Jewell, Auditor; Eric Langton and Peter Wells Dating Officers, and Committee Members and apologized for omitting them in his report. He also thanked all members for their support during his term in office. In his report he followed his predecessor's lead and gave a special vote of thanks to the Ladies who are always there to help during rallies etc.



Jack Berkshire

There was a barbeque for members at Ray and Joan Oakes home on 19 December, 1981 attended by about 80 people.

Music was provided, there was room to dance and a swimming pool was available for hardy souls. There were also 3 films of TT Races. The event was described as "excellent."

Much heated discussion took place during the year about the lack of willing volunteers to run events, the lack of attendance at some and administration trials and rallies. One item that was quite controversial was whether the Club should be seeking its own Clubhouse. This was initiated by the VCCWA choosing to build a Clubhouse on the land they leased from the Kalamunda Shire at Forrestfield. The discussion tallied away when the VCCWA that as the VMCCWA was an affiliated Club it would be able to use the proposed Clubroom at no cost. More clarity on this was to come in coming years.

Peter Groucott was outspoken in the final Chatter for the year when he wrote about Quality versus quantity. "A small number of machines in the WA TT were downright SCRUFFY and one in particular had obviously had NOTHING done to it to make it more presentable. This represents a serious lowering of standards", he wrote.

1982: Tony Barber somehow still was competing Sale of the Century & Kingswood Country was a popular choice for some, personally I never saw an episode. Population of Perth is now 967,000.

One of the members who objected to Peter Groucott's opinion in the Vintage Chatter was Dave Rixon and his complaint concerned standards required for Club machines. At the January General Meeting several members put forward their views on the treatment of Dave Rixon and his "scrappy" machine which had led to his resignation from the Club. After lengthy discussion it was decided to write to Dave Rixon advising that "his resignation not be accepted and apologizing for the needless attack on the standard of his machine". One member unwilling to vote for this motion was Peter Groucott, Editor of the Vintage Chatter, who asked that it be recorded that he abstained from voting. Eric Langton came to Peter's defence in the January Chatter stating that the machine concerned was a "heap of rubbish" and in addition it hadn't been dated and thus should never have been on the TT event. Dave was vindicated later when he was congratulated for his work in running the Two Day Trial.

The end result of all this contention is that Peter Groucott took umbrage and resigned as Editor of the Chatter at the Club's January meeting. Barry Berkshire stepped into the breach. Bob Veitch as President did his bit to heal the wounds. The President asked that it be recorded that the Editor's resignation had been accepted with deep regret and thanked Peter for his efforts in producing the magazine and assisting generally in the Club. One immediate benefit was vastly improved typesetting and layout. Peter may have disliked "scrappy" bikes but his typing was erratic, but as he did everything from writing, typing to printing and mailing the Chatter this can be forgiven.

After consideration, followed by a vote the decision was taken to move the venue for meetings to the new VCCWA rooms at Forrestfield. It was further agreed that consideration be given to the VMCC participating financially in building a proposed storage shed at the same venue.

Chapter 1: First Faltering Steps 1957-69

The story starts in 1957 when Perth was a quiet small city far from anywhere in a time when air travel was expensive and arduous. The population of Perth is 378,000.

Well known motorcycling identity, Peter Groucott (VMCCWA member #4), a foundation member of the VMCCWA, suggests that the inspiration for a vintage motorcycle club in Western Australia was sparked by the unlikely arrival in Perth, of a dour unassuming motorcycle enthusiast, from Yorkshire, who just happened to also be a famous champion speedway rider.

In Peter's appealing hypothesis, the link to the VMCCWA starts many years previously in damp, dark Grimsby, Yorkshire, where there was a motorcycle shop owned by Freddie Frith, OBE, who was also a famous champion motorcyclist.



By way of an aside, Eddie Frith was famous for winning the 1949 350cc class of the FIM World Championship in the competition's debut year on a Works Special KTT MkVIII Velocette.



As the story goes, Freddie Frith sold Eric's brother Oliver a 1903 37" hp Humber for a song. Later Eric swapped some machinery with his brother and took charge of the diminutive machine.

Now chance steps in and come 1957, Eric, his wife Mary, and their two sons, Max and Simon, packed up their belongings, tools, bits and pieces and left their home in Fernhill Road, Shipley, West Yorkshire, and moved across the world to warmer climes in Western Australia to set up home in the beautiful

riverside suburb Applecross. Eric has travelled to Australia in the 1930s for Speedway events and thus had an idea of conditions in the country. Why he came to Perth specifically is not recorded. Fortunately Eric brought the 1903 Humber with him to Australia. (Note: the humble Humber will later play a significant role in this story as a catalyst for change).

Eric Kemp Langton (1907 - 1999) was an English motorcycle speedway who won the Star Riders' Championship in 1932, the forerunner to the Speedway World Championship.

Born in Leeds, England in 1907, Langton began his career at the Belle Vue track. He rode for Leeds in the 1929 season before returning to Belle Vue the following year, remaining with the club for the rest of his career. He won the Star Riders' Championship in 1932 and also finished runner-up in 1934. He was part of the Belle Vue team that won the League Championship six times in seven years and the National Trophy five times in a row in the 1930s. After retiring from the sport he returned to Belle Vue in May 1946 to replace the injured Bill Pitcher, scoring a full maximum in his first match back, averaging 10.93 in his comeback season and finishing fourth in the British Riders Championship, the team also winning the National Trophy again that year.



From the earliest days of speedway, Eric and his brother Oliver realised that a short wheelbase single gave more traction and drive out of the corners than a long wheelbase twin. The wildly sliding Douglas was more spectacular, but, by 1930, Rudges and JAPs were winning more races.

However, a speedway tour of South America during the 1930-31 Christmas break, appealed, but, they stipulated that only twin cylinder machines would be eligible. The Langton brothers were Rudge experts by this time, but for a lucrative contract in the English off season, it was time to switch camps; temporarily at least. Eric started collecting Douglas bits and pieces in order to build a Douglas to his own liking back home in Leeds.

He had tried a DT Douglas previously, but found the frame was too flexible and prone to losing its drivechain. To resolve this Eric acquired a TT frame and gearbox, a DT crankcase and crankshaft assembly and began to build a racer. To get more traction, Eric shortened the frame and shortened the rear chain stays. A set of Welsh speedway forks was added, and the Langton Douglas was born.

Chapter 5: Pain & Anguish- 1985-89

1985: The face of motorcycling changes with the release of the Suzuki GSXR750 and the RG500. Both machine raised the bar on street performance. Perth Population is 1,048,000.

Note: There is a general paucity of information on Club activity at this time due to the loss of records.

The "Wheels West '87" event was in the news mid-year with a letter in Vintage Chatter. Ray Oakes was able to divulge that 50 registrations had already been received, 25 of them from New Zealand.



Ray Oakes - Wheels West event organiser

The Club suffered a grievous loss when the President, Max Sharpe died on the eve of the "Brookton Brass Monkey Run", an annual event which Max organised. The Club lost an excellent President and Club Member; he was highly regarded and a genuine friend. There was a large attendance of Club Members at his funeral demonstrating the affection in which he was held.

MAXWELL AYRTON SHARPE. It's been said that anyone who has a friend is a rich man. Well, Max Sharpe must have been in the Millionaire class, for he amassed a large number of people who were more than just mere acquaintances, but good friends. Max spent his boyhood days in Bunbury, at that time before the war a pretty little town, much like Busselton is today. When later his parents moved to Perth, Max was able to further his interest in cars and bikes, although far too young to own one. Like many young lads intrigued with things mechanical he took delight in being able to recognise the make and model of anything that moved along the pre-war

and early wartime streets, and was also able to tell many of them by their distinctive sounds even before they came into sight. When he was old enough he joined the Air Training Corps, which trained lads in similar fashion to the School Cadets, but with the aim of inducting them into the R.A.A.F. when they turned eighteen. He duly joined the Airforce serving in Darwin, Gove, and other bases in the far North of Australia. At that stage of the war conditions were pretty rugged for the servicemen, but Max was later to look back on his time there and recall the good times, and the good companionship that active service seems to generate. He was also able to pursue one of his hobbies there, namely photography. He retained an interest in that subject throughout his life, and many of his photos how he had above average skill in the art. After the war Max joined Wesfarmers, then agents for Fiat and Nash cars, and he also bought a Red Hunter Ariel outfit from Alan Dawson, thus beginning his long interest in the marque. Soon Max began to realise that courting was not made any easier without a hood, so the Ariel was pushed aside for a rather special Austin Seven affectionately known as "Penelope". This little car remained in Max's affection for the rest of his life, exerting considerable influence on his activities several times. In later years Max suffered from heart trouble which prevented him from completing all his car and motorcycle projects but he still found time to help organise Club activities and run as President. His time in the role was so appreciated that an Annual event - the Max Sharpe Memorial Run - was held for many a year.

Peter Stocker stepped in to the breach as President as John Rock as Vice President had work commitments and couldn't maintain the role. The first thing Peter did as president was raise the issue of the 25 year cut-off for Club machines and put it to the vote. As Peter was of rather conservative trope he felt the Club identity would be lost if the 25 year rule remained in place. Peter felt the availability of pre 1960 machines and parts was such that there were plenty to keep the Club in good stead for years to come. The highly combustible matter was apparently defused on the night by



For Sale

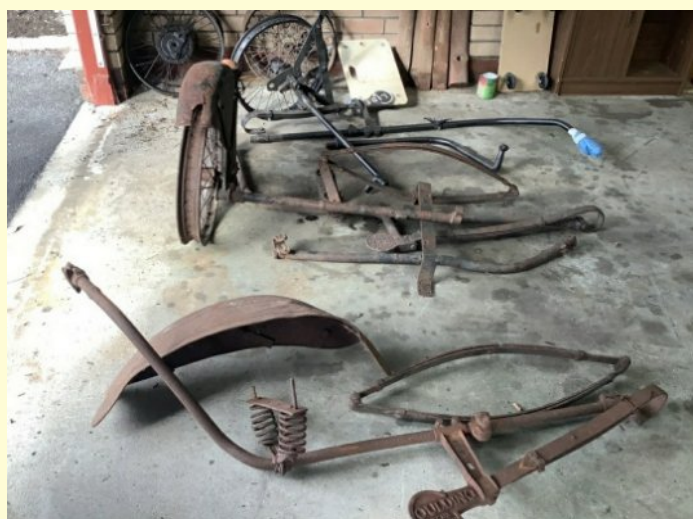


1927 Triumph N, \$16000 The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. Please contact Elliott Montagu Mob. 0400 068 097 or email pilottopilotbook@gmail.com

Below: 1942 BSA WM20 ex army , older restore. Runs well ready for licence \$12250 Ph. Jim 0418200992 Albany



Below: 1974 Jawa 350 twin - \$5000. **Left: 1970 CL350** - \$5000 ono. **Below: 1974 CZ Enduro 250** - \$5000. Also **Honda 350** twin parts, frame, engines, wheels and other parts: Contact: Chris Driscoll 0488471012 Mukinbudin



Glide sidecar frame incomplete + 2 Goulding frames incomplete \$275 for both Ph. Jim 0418200992 Albany.

CAFE RACER – HONDA CX500 1981. VIN: CX50014449 –fully licensed to September. Starts first touch of the button – well shod – new battery. \$5,500.00 For more details and more photos- or just for a chat - Phone: Terry, at the Bike Bunker 0419 554 735

TRIUMPH BONNEVILLE 1968. VIN: JD 58517T – unlicensed – starts first kick-very smart bike. (Shannons valuation \$17,500) \$14,000.00

TRIUMPH TR6 1971. VIN: CE13517 – Fully licensed to November 2022-starts well-good tyres - Ridden regularly – new battery. \$12,500.00

For more details and more photos- or just for a chat - Phone: Terry, at the Bike Bunker 0419 554 735



2013 Triumph Thruxton 900 Green/Gold 12,364km registered till April 22. Many extras British Custom Stainless Steel Megaphone Exhaust (nice sound): Centre Stand: Chrome Side Stand: Chrome Rocker Covers: Chrome Chain Guard: Alloy Sump Guard: Chrome Engine Dresser Bars: Oil Pressure Gauge: Tank Knee Pads: Lockable Petrol Cap: LED Headlight (+25% on standard): Headlight Fairing. VGC Tidy Bike, no known issues \$9,500 firm. Alan Marriott Ph. 04 5540 1742

1979 Triumph T140 Parts all new unless noted otherwise: 1x 60-4409 Brake Hose (Reserve) \$10: 2x 06-6058 Tail Light Lens (Pattern) \$20ea: 1 pair 82-9700/9701 Chrome Tank Badges \$100: 1x 97-4564 Headlight Bracket LH (VGC) \$15: 1x 82-9700 Chrome/Cream Tank Badge RH \$60: Tank Top Badge/Grommets 1x Red on Silver \$15: 1x Chrome on Silver \$15: 1x Gold on Silver (No Grommet) \$10: 2x 01-572-2330 Kick Start Rubber \$7/pair: 2x 01-83-7256/9 Foot Peg Rubbers \$10/pair: 1 pair 71-2465 Screw On Exhaust/Olive \$20: 1x 54581638 L760/L784 Lucas Indicator Lens Amber \$15: 2x 60-7028 Rubber Brake Hose/Fitting Rear \$30: 1x 60-4175 Stainless Steel Braided Brake Hose/Fitting \$40: 1x 56513 Polished Aluminium Tail Light Assembly complete \$130: 1 Pair Chrome Rear Spring Assembly (VGC) \$300: 1 pair 12V Indicator/Stop Bulbs \$5. Alan Marriott Ph. 04 5540 1742

BSA 1 pair 82-9054 BSA Pillion Foot Rest Rubbers \$10: 1x Twist Grip Inner Sleeve (Suit 0.888" outside dia handle bar) \$10: 1x WM2 profile 66mm wide 3.00 S18" Chrome Wheel Rim (slight pitting internal) / 1x 3.00 S18" Tyre & Inner Tube / 40 Chrome Spokes & Nipples to suit above \$150 for complete wheel assembly (no hub). Alan Marriott Ph. 04 5540 1742

Three piece Dri Rider assy, consisting of 1 outer and two inners. \$120.00 Eric Gibbons ph 9496 1508

1957 Matchless twin G12 model. Mostly restored, complete repaint, in good running order. Club Licensed. \$9000. Peter Nicol Mob. 0419928179.



Genuine Indian Clothing brown leather waist length Ladies Leather Jacket. Brand New and unworn. Liner for cooler weather, and ventilation for hotter days. Asking \$250, which is less than half original purchase price. Located in Albany, but can deliver anywhere at additional cost. John Cord Phone number : 0438194560

1930s BSA parts inc Sloper girders and Bluestar gearbox, plus many other parts. Please ring and I may have what you want. Mark Thomas 0437206285

WANTED ITEMS

Looking for the following for my 1962 BSA A10 RGS in Scrambles trim. An undamaged thick flange barrel, Exhaust clamp 42-2703. Front brake cable 42-8838. Ian Lambert ilambert@mac.com 0481811433

Has anyone a set of WLA45 Conrods, Bigend and Pistons I can temporarily borrow to use for dimensions checking? Even scrap parts would be suitable for this purpose. Thanks! Ron Morrison 0407995709

Need an AJS 18 or Matchless G80 front frame and fuel tank, any condition considered. regards George Shiel 0412766895

Interested to buy Villiers powered motorcycles & autocycles from parts to complete bikes please contact me. Zeljko Trlin Phone number : 0402020625

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497 999



Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



Kiddies Korner

They say that sex burns off as many calories as running 8 kms . Who the hell runs 8km in 30 seconds ?

My wife thinks it's weird that I stare at the window during a heavy rainstorm. It would be a lot less weird if she'd just let me in.

A recent study has found that women who carry a little extra weight live longer than the men who mention it.

I was walking along the pavement and there was this sign that said, "Pavement ahead closed. Please use side." It made me cross.

At any time, The temptation to sing, " The Lion Sleeps Tonight " Is never more than a whim away.

A friend of mine had bad feet. The doctor told him to put a clean pair of socks on every day. By the end of the week he couldn't get his boots on.

The world's largest parrot has died. The owner said, "That's a weight off my shoulders."

VELCRO.....What a rip off.

Trainspotters: how sad are they? I counted thirty five the other day.

I didn't make it to the gym today. That makes five years in a row. I decided to stop calling the bathroom "John" and renamed it the "Jim". I feel so much better saying I went to the Jim this morning.

When I was a child I thought "nap time" was a punishment. Now it feels like a short vacation.

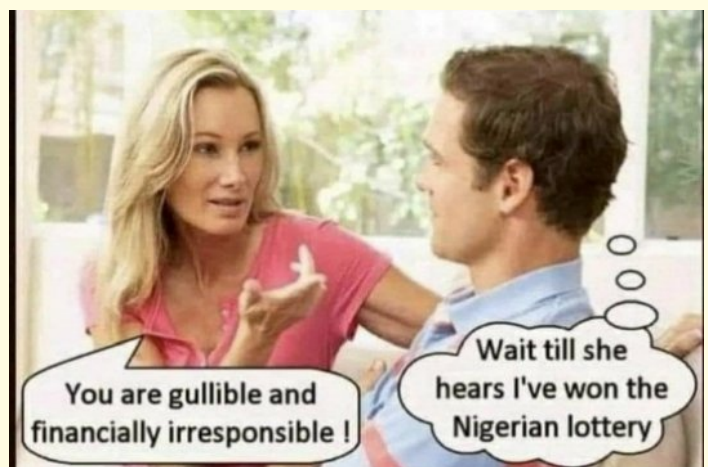
At my age "Getting Lucky" means walking into a room and remembering what I came in there for.

I have a friend who works for the Samaritans. He phoned in sick the other day and they talked him out of it.



o t h e r

"There's something gone wrong with the engine!"
"Don't be silly, George - wait till we get off the main road!"



We are always seeking suggestions for improvement, Write them down here. Send in self addressed stamped envelope with \$100 in unmarked bills.

Blink & you will miss it!

Every year membership renewals are due by 31 December. Do not leave it to the last minute, please pay early. If not paid by the due date you will be deemed unfinancial. Unfinancial members who have concessional licences are no longer licensed or insured from 1 January of each year. The renewal form is below. If you don't want to ruin your Chatter, a copy of the form is on the Club website (no password required to access it). Do the right thing and do not delay to renew, please.

THE VINTAGE MOTOR CYCLE CLUB of W.A. (Incorporated) A0750092T MEMBERSHIP RENEWAL FORM

Family Name:		Given Names:	
Date of Birth:		Membership #	
Email: (preferred contact point)		Postal Address (incl postcode):	
Phone #:		Mobile #:	

I agree to abide by all the Club rules and regulations and any additions that may arise from time to time.

Your Signature		Date	
-----------------------	--	-------------	--

Fees payable: please choose appropriate fee structure.

- You have an option to pay for a **postal** Chatter for a fee of \$35 or renew with a free **emailed** Chatter.
- Country memberships are for those who reside more than **100km** from the club rooms in Wattle Grove.
- An ASM is an Active Senior Member who is of 80 years of age or more and has been an active member of the Club for at least 15 years. Membership fee is waived but a fee is charged if you require a printed Chatter. Fees are waived for Life Members.

If you are unsure what to pay, please contact the membership Secretary on Mob. 0418 212 863 or email membership@vmccwa.com

Choose whether to pay full fee or a discounted fee if you take the digital (emailed) Chatter: (Please mark appropriate box)

Memberships

Metro: Renewal fee (\$40) + postal Chatter (\$35) = \$75		Renewal fee (\$40) + emailed Chatter (\$0) = \$40	
Country: Renewal fee (\$35) + postal Chatter (\$35) = \$70		Renewal fee (\$35) + emailed Chatter (\$0) = \$35	
ASM: Renewal fee (\$0) + postal Chatter (\$35) = \$35		Renewal fee (\$0) + emailed Chatter (\$0) = No fee	
Life: Renewal fee (\$0) + postal Chatter (\$0) = No fee		Renewal fee (\$0) + emailed Chatter (\$0) = No fee	

Note: To ensure your membership renewal is recorded all members must complete this form and ensure it reaches the membership secretary, this includes ASMs and Life members, even if no fees are payable. Email: membership@vmccwa.com

To Pay Your Subscription:

- Online (Preferred Method) BSB: 126 547 Account 21998733. Please ensure your membership # & surname is included on online payment. Please email Membership Secretary at membership@vmccwa.com to advise that you have paid on-line and also attach a completed renewal form.
- Cheque or money order: Pay to Treasurer, VMCC of WA, P.O. Box 858, Hillarys, WA 6923 & include renewal form.
- Cash: can be paid at monthly meetings from August onward, with this renewal form completed in full. Retain your receipt as it is your proof of membership. Please do not send cash by mail.

Note:

Direct Deposits when made to our Bank Account must contain your Name and membership number as a reference, when paying. You must also post or email this form to the membership secretary or hand it in at a monthly meeting. Failure to do so will be considered as non-payment and no money will be refunded as we cannot verify the Payee.



VINTAGE CHATTER



CONTACTS

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Deputy Chair: Barry O'Byrne - 0418936254 - barryobyne2007@yahoo.com.au

Secretary: Richard Argus - 0418 934 550 - secretary@vmccwa.com

Treasurer: Jim Douglas - 94016763 - treasurer@vmccwa.com

Communication: Murray Barnard - 0434215665 - ildottore@iinet.net.au

Events Coordinator: Stephen Hills - 0413678604 - steve.mag@icloud.com

General Committee Members: Neil Freeman - 0459888654 - vn_freeman@outlook.com, Jim McGregor - 0410 735 825 - Jim.mcgregor1958@hotmail.com, George Loverock - loverock5590@hotmail.com

WEB & PUBLISHING TEAM

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ildottore@iinet.net.au

Assistant Editor: Peter Bennett – 0412280089 -

benners@iinet.net.au

TECHNICAL OFFICERS

Registrar: Lat Fuller - 0468310215 - registrar@vmccwa.com

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Dating Officer: Pre 1931: Michael Rock - 0437999009 - michael.rock@iinet.net.au

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Machine appraisal:

contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,

Greg Eastwood - Coolbinia - 0438041072,

Jim Douglas - Kallaroo - 94016763,

Maurice Glasson - Mandurah - 0410000617,

Les Vogiatzakis - Dianella - 0488915103,

Murray Barnard - Roleystone - 0434215665

Hans van Leeuwen - Mount Nasura - 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany - 0428996334

OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake - 0404692425 - mikeblake@iinet.net.au

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Keith Weller - 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent - 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday - 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au
Invigilator:

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove -
Caretaker: Ph. 94532728 Mob. 0457020635

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag



LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Murray Barnard, Ron Chave, Norman Chester, Jim Clark, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent & Dave Weeks.

Cover Pic: Mario Cudini, out Membership Secretary - pic by Murray Barnard



NEXT CHATTER: The next Chatter will be the January 2023 issue. Any contributions required by 28 Nov 2022 at the latest, thanks.

ANNUAL GENERAL MEETING: The club AGM will take place on Weds 2 November 2022 in the Wattle Grove Club rooms starting at 8 pm. Annual reports will be provided and the election of management committee members held. As well special resolutions will be put to the members. An amendment to by-laws & Nominations for Life Membership. Please make an effort to attend as there must be quorum of 10% of members present to pass resolutions. Be there and make a difference.

ANNUAL GENERAL MEETING

Committee Nominations: No surprises here, nominations for 2023 are: Chair - Les Vogiatzakis, Deputy Chair - Barry O'Byrne, Secretary - Richard Argus, Treasurer - Jim Douglas, Communication - Murray Barnard, General Committee members - Stephen Hills, Neil Freeman, George Loverock and Jim McGregor.

Members will be asked to determine how many positions will be filled for 2023. The Management Committee recommendation is for a total of nine.

Amendment to By-Laws: An amendment to the By-Laws will be presented at the AGM.

Amendment proposes to remove requirement to "advertise in the Chatter" prior to an event and replace with "advice will be emailed to members" prior to the event. The current requirement is too restrictive when unforeseen changes to the calendar are required.

It can be at least 2 months before a Chatter issues. Members should also make a habit of checking on the Club website prior to an event to check for changes, The event calendar on the Club website is always current. Where time permits event changes will still be advised in the Chatter.

Suggested amended by-law to read: "All Club Events must be approved and recorded by the VMCCWA Management Committee. This is to ensure we meet with DoT requirements for 404 licensing. To be an approved Club event, the activity must be open to all Club members and *where time permits, advertised in the Vintage Chatter. Amendments or new events, received at late notice, will be advised to all Club members with a registered email address prior to the event*".

Life Member Nominations: Nominations for Life membership will be put to the meeting. The Management Committee will present life membership awards at the 2022 AGM if the meeting is agreeable with the nominations. Announcement of nominations will be made at the meeting.

Awards for Outstanding Service: A number of awards for Outstanding Service will be made at the meeting. This will be the first year that these awards have been made. The awards are for commitment, service and/or recognised positive change and achievement over an extended period.

Feeding the Masses: If this doesn't get you to the AGM, nothing will. Stephen Hill will be organising nibbles to be provided to members after the AGM and Monthly Meeting in November.

Proxy votes: if you are unable to attend the meeting, you can contact the Treasurer, Jim Douglas, for a proxy vote form.

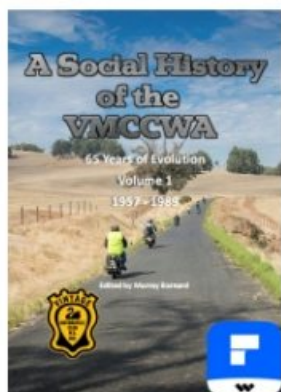
Management Committee

Recent items of interest from Management Committee Meetings:

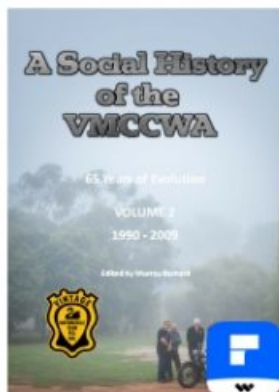
Renaming Peter Marshall Room to Eric Langton Room: The Committee has renamed the Peter Marshall Room as the Eric Langton Room in a move to acknowledge and remember the key role played by Eric Langton in the foundation of the VMCCWA. It has been almost 30 years since the auction of a selection of Ken Marshall's motorcycles and parts. The sale of these machines generated revenue for the Club when its coffers were low. In considering this; however, a very fair market price was paid for the collection at the time of \$55,000. It is significant that Ken Marshall was never an active Club member. We feel it would be more fitting that a Club asset should be named after a Club Member who provided outstanding service to the Club. In preparing the Club History it became clear that the individual who was the driving force behind the Club was Eric Langton. Not only was he a world champion Speedway Rider but he drove the formation of the Veteran Car Club motor cycle section in 1968 & served as its President. He then was a key player in the process of forming the Vintage Motorcycle Club, which was formed in 1975 and again he was the President for many years. Eric Langton was machine examiner for nigh on 20 years and helped many a member with restoring their machines. Eric took a leading role in forming the Pre31 Section and also was President of the Section for some time and Club Patron Suffice to say we think it is Eric's name that should supersede Ken Marshall's on the Club facility. It is even more fitting as the Pre 31 Section now meet regularly in that room.

Old Iron: A sub committee has been formed to coordinate the Old Iron Classic Motorcycle Show and Swap meet for 2023. Meetings have been held and roles allocated. Registrations for the Club display are now being sought. Members are encouraged to also bring a two-stroke machine if they have one to accord with the theme of the Show for 2023.

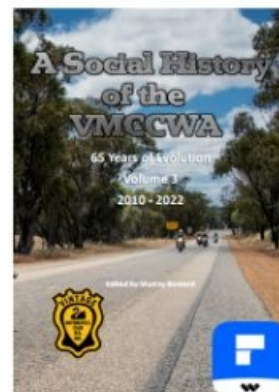
Club History: A series of Illustrated Club Histories has been largely completed. The new histories are mostly not an admin record but a collection of stories of the people of the Club over the last 65 years, along with some detail on key events. A small number of copies of the histories will be printed and hard bound for the libraries. Whether a limited run of soft bound copies will be printed depends on demand and cost. For now the set can be viewed on the Club website in flipbook format or downloaded in PDF format. Murray Barnard



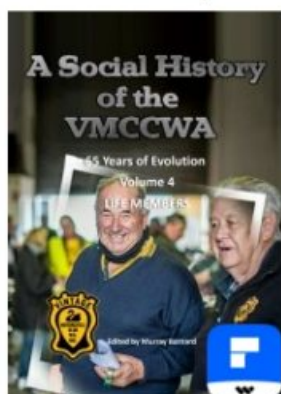
Volume 1 Club History 1957-89



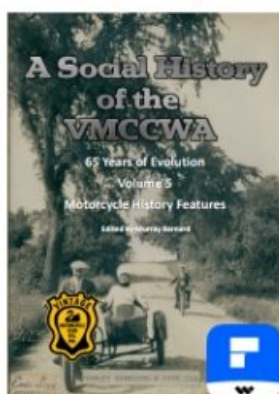
Volume 2 Club History 1990-2009



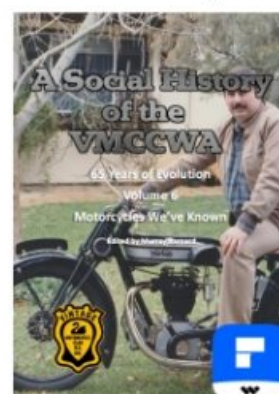
Volume 3 Club History 2010-22



Volume 4 Life Members History



Volume 5 Aust Motorcycle History Features



Volume 6 Club Machines 1910-2015



Ron Morrison: The Morrison Family we would like to thank the Committee and Members of the VMCCWA for their generous donation to the Lung Foundation Australia in honour of our late father and grandfather, Ron Morrison (Member No. 17). This was quite appropriate as, unfortunately, it was Dad's lung troubles that eventually claimed him. We were very fortunate to have had such a long time with our Dad and he was still quite well until just the last few months. We of course will miss him, and we have been comforted by the fact that Dad was so well thought of and loved by all who knew him. Dad enjoyed the camaraderie in his long association with the VMCC, and was very proud of having been awarded a Life Membership and being made Club Patron. He was a skilled engineer and was especially happy when catching up with the many people from the Vintage vehicle fraternity who he had assisted with their restorations over the years. On behalf of the Morrison family, with our sincere thanks, Ron Morrison (Jr)

Please Note:

The **Albany Hill Climb** will not be held this year due to both Middleton Beach Hotel construction works near Marine Parade and the event organiser being away.

The **Old iron Classic Motorcycle Show & Swap Meet** will be held at the Cannington Exhibition Centre on 19 March 2023.

The **Parts Store & Library** will be closed over Xmas. Closing from Monday Noon 12 Dec 22 and reopening Monday 16 January 23.

Hi, give yourself and the Membership Secretary a break and renew for 2023 early. Nothing ruins Mario's Xmas & New Year more than 100s of renewals during the holiday break, plus who wants to be recorded as unfinancial on 1 Jan 2023? The renewal form is on the Club website and on the Chatter cover sheet.



Ken Hopkins - Memoriam by his family: "Dad was always such a vibrant man. He loved his work, the smell of diesel fuel and the roaring of an engine was his happy place. Wearing clean (because mum was always washing them) blue overalls, with grease under his fingernails and a spanner or wrench in his hand is my image of Dad. He lived in Mount Pleasant in his young life with his father Fred and mother Kate. He had two older brothers who were much older than him. His father Fred, brothers Fred and Arthur, went off to war and when they arrived home they were greeted by a new baby brother, Ken. As Dad grew up he made 5 special friends when he was in Kindy they became mates for life and now I think Bill, who is here today, is the only one left. During his youth he played A Grade cricket for South Perth, won the Perth to Bunbury Bike race and most notably became Australian Speed Car Champion in 1966. I was born on a Friday night -Speedway Night - so you can probably guess where Dad was.

He had a wonderful life, his speedway life. He built his red No. 17 racing car himself with his father. In our garage in Myaree he dug out a pit so he could go down underneath the car and tinker all weekend and week nights to be ready for the most important night of the week - Friday night. My uncle Ron and cousin Frank were Dads pit crew at speedway, all wearing matching overalls and treating Car No 17 like a new born baby. There was no coming second in Dads eyes, he was always out to win and therefore always enjoyed the celebratory kegs of beer at the end of the night. Dad was a fitter and turner and a Mechanic by trade. He worked as a RAC man as a young man, then went on to own a Pioneer concrete truck, then a semi trailer and drove up North. He continued on to buy and sell more trucks and had his own business in Haulage and travel to the Eastern States. His life was quite solitary but he loved it, driving and singing along with Johnny Cash. Dad met Mum at the Embassy Ballroom. Mum would always say that Dad was a very smart dresser "He always had the very best of clothes". But she never commented



on his dancing skills. They would happily go off to balls in all their finery on the back of Dads motor bike. He was called up to do National Service in his youth, which he never really minded. He was stationed at Rottnest Island and from the stories he told, all he used to do was catch crayfish for his troops. He was also based at Garden Island. Mum has told the story how one night he was meant to be taking her out on a date but the Army Sergeant would not grant him leave for the night, so he stole an Army motor bike and just drove straight through the gates. He was more scared of missing the date with Mum and her scorn than of the Army Sergeant.

Mum and Dad were happily married for 62 years. They lived most of their lives in Rossmoyne and were very happy and content in their house. They bought a caravan and travelled extensively around WA for many years being part of the grey nomads. They travelled overseas a few times but I think they seemed to enjoy the Australian outback more. They joined the Vintage Motor Cycle Club because of Dads passion for motor bikes. Dad would proudly ride his Royal Enfield and Mum in the side car of another riders bike. Dad was a man who loved his shed. He would spend all weekend in his shed and when he retired he would

happily spend all week in there. Tinkering, fixing and inventing. The shed had endless amounts of spare parts, work tools, welding machines, vices, drills, spanners, nuts, bolts and of course the fridge with a few tinnies. The shed also contained his three beloved Vintage Motor bikes that he built from scratch which was his hobby in later years".

Well known Albany identities, **Bob and Christine Rees** suffered a terrible incident with a rogue car in Malawi in 2019 with Bob being severely injured and paralysed and Christine sadly passing away. Well, you can't keep Bob down and he has made a tremendous effort to overcome loss and adversity, with the help of friends, whilst never forgetting the love he has for Christine. Bob has now recorded "The Journey", an album which, according to the cover, tells of life, love, death, grief, loneliness, pain, positive thinking and motorcycles. Bob has been travelling delivering his songs in Albany and Fremantle. To read his story in full the Southerly Magazine for July 22 has published Bob's story. The magazine can be downloaded for free at:

<https://www.flipsnack.com/southerlymag/new-shelf-xmyv3i9zhm.html>



Club Events - Stephen Hills



APPROVED CLUB EVENTS - FOR ALL CLUB MEMBERS

Please note: members using fully licensed or 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C concessionally licensed machines must log all machine use.

MONTHLY MEETING: Wattle Grove Clubrooms - 1st Weds of the month - 8pm

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. Fremantle – 9am Saturdays – Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser – Stephen Hills

CALENDAR EVENTS: Note: main events are normally held on the 3rd Sunday of each month.

October 16 2022 - WA TT: Meet at The Station Masters House car park Jacoby St Mundaring, 9.00am for 9.30 start. Travel to York via Gt Eastern Hwy and the Lakes Roadhouse. Enjoy morning tea at the York Carriage Diner. Return via Talbot Road to the Mundaring Hotel for refreshments and camaraderie. Back up provided. Contact Steve Hills 0413678604

October 30 2020 - Scarborough Beach to Mussel Pool Rally: Combined event with the Veteran & Vintage Car Club of WA. Meet for display under The Clock Tower Scarborough Square Scarborough Beach Sunday 30th of October. Bikes must be in by 9.00 am. At 11.00 am ride in convoy with the Vintage cars to Mussel Pool Whiteman Park for BBQ. This suits all ages of bikes .If you can keep up with a Model T Ford , No problem. \$5 for BBQ and refreshments. Contact Steve Hills 0413678604

November 19/20 2022 - Gypsy Tour Albany/Denmark: book accommodation in Denmark now. Rivermouth Caravan Park will be the run start point & base. See details in this Chatter.

December 4 2022 - Dam Early Run: Meet at the Wattle Grove club rooms from 7.00 am for tea & coffee, stands up at 8.00am, follow a route similar to the original run then return to Wattle Grove for Brunch. Back up will be provided. Contact Steve Hills 0413678604

December 26 2022 - Boxing Day BBQ: As usual a social gathering and an excuse for a ride. This is a self catering b.y.o breakfast, that means you! Bring your own eggs and bacon, etc. We will be at the lower weir below the dam Look out for the number 1 pump station Mundaring Weir Rd next to the O'Connor museum. There is good parking and toilets/bbq's. You are invited to attend on your bike or if under the weather let the family bring you by 4 wheels. We gather at the Weir from about 7.00-7.30am and it's usually over by 10.30-11.00 in time for an afternoon nap. It's all informal, no entry fee or fixed time table and due to the annual interest shown you are invited to come along. Any questions please call 0439 294 366 - Ken Vincent

2023

OLD IRON CLASSIC BIKE DISPLAY & SWAP MEET: 19 March 2023

PRE 31 SECTION - RESTRICTED EVENT: Old Hotel Run – 23 October 2022: This run is being organised by the Pre-31 section and is aimed to encourage VMCCWA club members who own a pre 1949 machine and give them an opportunity to get their bikes out of the shed and join us on a visit to some of WA's old, known and lost hotels. We will be riding on quiet good sealed roads to Pinjarra for lunch at the Premier Hotel. The start and finish will be from Greg Boothey's home at 349 Boomerang Road Oldbury where there is plenty of parking for your utes, cars and trailers. Meet up at 10:00am, stands up at 11:00 AM Sunday the 2nd October. Contact Jeff Sanders 0411 750 767

Section Contact Details

PRE-31 SECTION: Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468. Meet 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

POST 70 SECTION: Coordinator: Steve Hills - 0413678604. Meet 3rd Monday of the month, 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Lynton Morgan 0438447330, Secretary: Nigel Fiander – 0417997580. Meet 1st Thursday of the month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove.

GYPSY TOUR 2022

PLEASE REGISTER FOR THE GYPSY TOUR TO ENSURE YOU GET A FREE BBQ LUNCH

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery for Metro riders. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2023 is based in Denmark. The event will be held on the weekend of November 19/20. A feature of the Gypsy Tour on the Saturday will be a visit to a cheese and wine farm, a lunch stop at Walpole and a ride through the Frankland Valley. Dinner will be at the Denmark Tavern. On the Sunday the Albany Section kindly caters for the event with a free BBQ at the Section clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Book accommodation now. The Rivermouth Caravan Park is the base for the weekend run. Accommodation is limited. There are alternatives in the area, the Big4 or the local Hotel & B&Bs.

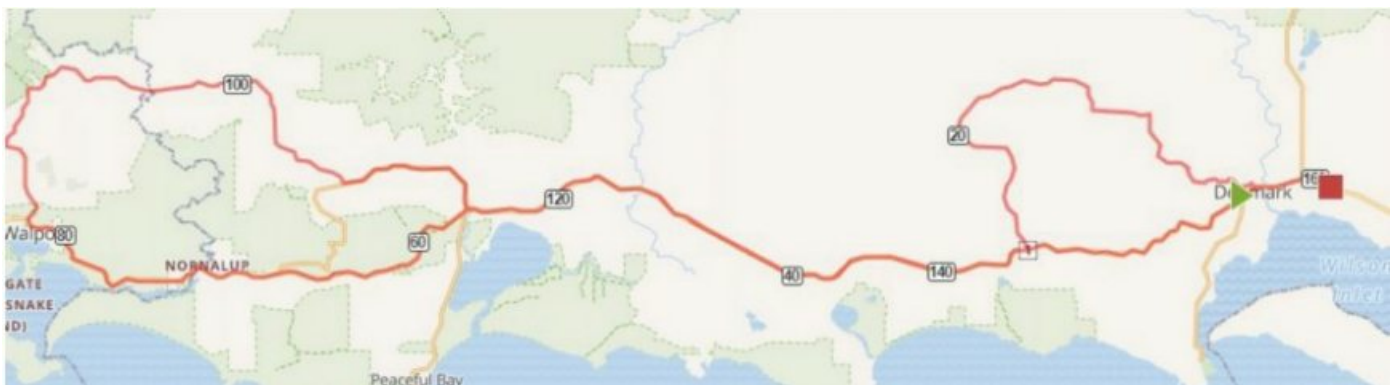
Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering.

Please register by emailing Murray Barnard on ildottore@iinet.net.au or by phoning Mob. 0434215665.



JOINING INSTRUCTIONS

Day 1 - Saturday 19 Nov 2022: Assemble at the car park outside the Rivermouth Caravan Park at Denmark from 9am. Depart 9.30am for morning tea at the Duckett's Farm Cheese Factory on Scottsdale Road. The ride continues to Bow Bridge where we regroup. We then ride to Walpole via the scenic Frankland Valley. At Walpole we stop for a light lunch break, choose from the Golden Wattle Bakery or the Phillipine Magic Cafe perhaps. Return to Denmark. Evening meal at the Denmark Tavern - meet there at 6pm. Ride distance is 160kms.



Day 2 - Sunday 20 Nov 2022: Assemble at 9.00am at the car park outside the Rivermouth Caravan Park at Denmark. Depart 9.30am for ride via Bornholme hall where we will link up with the Albany Section. Then on to Elleker where we will turnoff to the Mutton Bird Island lookout for a short visit. Return to Lower Denmark Road and head out to the Stoney Hill Lookout in the Torndirrup NP before travelling back to Little Grove & the Clubrooms for a BBQ lunch with the VMCCWA Albany Section.

OLD HOTEL RUN – 23rd October 2022

This run is being organised by the VMCCWA Pre-31 section and is aimed to encourage members of all clubs who own a pre 1949 machine and give them an opportunity to get their bikes out of the shed and join us on a visit to some of WA's old, known and lost hotels. Our fourth Old Hotel run is a 1 day event. We will be riding on quiet good sealed roads to the Premier Hotel for lunch. The Premier Hotel is located on the banks of the picturesque Murray River in the historic town of Pinjarra.

The hotel is steeped in history and was built in 1894 by a gentleman named Edward McLarty. He bought the mail coach run

between Perth, Bunbury and Vasse in 1888 from the then government. When the railway was opened in 1893, Edward auctioned off the mail coaches and built the Premier Hotel.

The start and finish will be from Greg Boothey's home at 349 Boomerang Road Oldbury where there is plenty of parking for your utes, cars and trailers. The run will be approximately 70 miles long all up. Only pre 1949 bikes will be accepted on the run. More information closer to the date. Meet up at 10:00am, stands up at 10:30 AM Sunday the 23rd October

Contact Jeff Sanders 0411 750 767



NOTICE OF ANNUAL GENERAL MEETING (AGM): the VMCCWA AGM

The 2022 AGM will be held on the 2nd of November 2022 at the Wattle Grove Clubrooms commencing at 8pm. If you wish to vote but cannot attend the meeting ask for a proxy vote form from the Treasurer, Jim Douglas.

AGENDA FOR THE AGM

Ensure quorum achieved

1. a. Microphone Usher: b. Visitors c. Welfare report d. New members
2. Minutes of the Previous AGM: Ratify
3. Committee Annual Report
4. Finance Annual Report
5. Elect the Office Holders of the club for the next year. Office Holders take their place at the table.
6. Resolution to agree on the number of General Committee members for the next year
7. Elect General Committee members for the next year
8. Reports: Albany, Pre-31, Post 70, Comms Membership, Library, Spares, Registrar, Dating , CMC
9. Acknowledgment of club officials for the last year & endorse their continuing in the roles
10. Special resolution to amend By-Law regarding Club Event notification
11. A vote on nominations for Life membership will also take place.

Past Events

Keith and Yanti's Annual Festival of Motorcycles and BBQ on 21 August 22 was a great success as usual. Over 60 people were present and enjoyed a sunny August day. Good cheer was evident, good company in abundance, food to enjoy and plenty of motorcycles to pour over. Many thanks to Keith and Yanti for the work they did in preparing for the gathering (and cleaning up afterwards).





Top Row: L to R: Deputy Chairman - Barry O'Byrne, Post 70 Dating Officer - Jeff Sanders and Treasurer Jim Douglas
Bottom Row: on the right - Bob Cary who is understudying Keith in the Parts Store.

Finally got to Bean 2 Brook, though not riding, as still a bit of vertigo after hitting my head. Was a nice day regardless after all the cold and wet days we have had in August.



Above: Richard Morrison - Below: Keith Wishart's AJS





Bean 2 Brook - Saturday 10 Sep 2022 (Photos by Jim McGregor)



Beverly Run send-off - Saturday 10 Sep 2022 (Photos by Jim McGregor)

VMCCWA Monthly Meeting Minutes

Minutes of the VMCCWA GM – 3rd August 2022

Held at Wattle Grove commencing at 8.00 pm

Chairman: Les Vogiatzakis, Secretary: Richard Argus,

Apologies: Jim Douglas, Murray Barnard, Mike Blake, John Gray, Lat Fuller, Colin Tie, Gary Tenardi, Chas Bayley

Members Attending: - 24

1. - Microphone Usher: - Ray Oliver

2. - Visitors: None

3 - Welfare report - *Adrian White*

#842 Rod Marriott died, had a stroke some time ago, then endured cancer. Went on his own terms.

#9 Ray Selley into permanent care due to Parkinson's Disease.

#17 Ron Morrison died. Spent his last days in hospital reflecting on a life well lived and ridden. The most knowledgeable and decent gentleman you'd ever meet, just shy of his 101st birthday on 22nd August.

Ray Oliver had an operation for cataracts.

4. -New Members applications - *Mario Cudini*

Membership renewals can now be paid; see the back of The Chatter for details.

5. – Chairman's Report – Les Vogiatzakis - Reminding also that membership renewal forms can be found in The Chatter; members are encouraged to deal with promptly.

Nominations are now due for the committee and club officers.

6. – Secretary's Report - *Richard Argus*

The date (day) published in The Chatter for the AGM is incorrect; written as Thursday; it should be Wednesday 2nd November.

Event schedule and Information will be emailed to attendees by this month.

All Orabandon attendees please pay the \$35 event fee into the VMCCWA bank account:

BSB: 126547 Acc't: 22110619

During Murray Barnard's recovery from concussion, he has made significant progress writing the club's history titled "A Social History of the VMCCWA"; the draft covers 1957 – 1999 to date. The content is from his own archives; Murray is to be commended for this undertaking.

Murray and Adrian White have also written a draft book about The Club's life members.

Inwards Correspondence

- CMC WA (Tony Ford) Notice of annual meeting: 15th August.
- ESM Strata (Anna Jayadeep) Lot 7 is \$7,000 in arrears; Legal action has proceeded.
- Lots 9, 10, and 11 are also arrears, request for instructions.
- VCC WA (Alex Kirkwood) The caretaker is leaving, so new electronic front gates have been installed, with digital locks for the front gates, and the club room hall.
- Requested that VMCC members can put the bins on the road verge on Monday mornings.

Outwards Correspondence:

ESM Strata (Anna Jayadeep): our response was to proceed with legal action for the arrears from the four lot holders.

VCC WA (Alex Kirkwood): confirming we would put the bins out on Mondays

7. - Finance Report - *Jim Douglas* The club annual accounts for

2022 (up to 30th June 2022) have now been closed. All bank accounts for the club, including section accounts, have been reconciled ready for the Auditor. The full Audited report will be available at the AGM in November.

After some analysis and calculations the club has decided to increase membership fees by a modest \$5. Also the chatter fees will increase by \$5. This is in direct response to the general increases we are expecting in the next financial year. E.g., Insurance premiums are likely to increase by at least 10%. I believe that this is the first increase in fees we have had for many years.

Jim the Treasurer

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer

No report; Murray recovering from concussion.

8.2 Library report *Ken Vincent, Librarian*

Nothing to report other than requiring some books to be taken to Albany section is anyone is travelling there.

8.3 Spares report: *Keith Weller, Spares*

Thanks to members who helped with the Mammoth Sale.

Good stocks of oil. Keith returns from holidays on 21st August.

8.4 Registrar's Report: *Lat Fuller*

(See over page)

8.5 Dating Officer's Report: *Maurice Glasson*

Nothing to report this month, have a couple in the in progress.

8.6 Dating Officer Post 70: *Jeff Sanders* - Dating has picked up again since my last dating report on the 5th July 2022, with 9 machines dated as listed below. 6 machines being transferred onto 404 and 3 onto C4C.

1661 Gray, John Kenneth 1992 Ducati 750 Supersport

1660 Samual, Aaron Joshua Franklin 1748 1987 Harley Davidson FXRS-SP C4C

1659 Logan, Neville Edward #1782 1984 Yamaha XT250T C4C

1658 Logan, Edward Logan #1782 1983 Moto Guzzi V65SP C4C

1657 Bethell, Paul Anthony 1972 Triumph T120V

1656 Bethell, Paul Anthony 1974 Norton Commando 850 MK11

1655 Murfit, John Patrick 1995 Yamaha XJ900S

1644 Staniford, Robert Anthony #1827 1997 Triumph Daytona T595

1643 Bethell, Paul Anthony #1753 1981 Kawasaki Z1300

8.7 CMC Member Representative: *Les Vogiatzakis* - Les attended the "meeting" scheduled for 14th July. The date was incorrect & meeting was not held.

9 Events Coordinator: *Stephen Hills*

9.1 Events Past Serpentine Ride: 10 riders plus cars added up to 36 attendees. Museum were happy with the numbers.

9.2 Events Future 21st August: Keith Weller's BBQ and "Feel Good" Shed Day.

10 Regalia Report: *Andrew Hobday* No Report.

11. – **General Business.** Brian Lawrence: Adrian White recalled Brian and his wife attending many events and providing cups of tea and refreshments. It was mentioned that a member was advertising oil for sale on the club website; referred to the committee for discussion at the next meeting.

12 Bits & Pieces - Rob Wharton seeking a BSA or Triumph triple as a project bike.

Meeting closed at 8.30 pm.

Transfer to 404 Registration from full

06.06.22	1478	Bernie Carton	2155	Ducati 912SPS
08.07.22	1825	Biju Onachan	657	Royal Enfield Clipper

New Rego to 404

Nil

Transfer of ownership

Nil

C4C Registrations

20.07.22	1748	Aaron Samuel	2159	Harley D FXRS sp
20.07.22	1782	Neville Logan	2160	Moto GuzziV65SP
21.07.22	1782	Neville Logan	2161	Yamaha XT250T

There are several bikes "in process" but not yet finalised.

Minutes of the VMCCWA Monthly Meeting – 7th Sept 2022

Held at Wattle Grove commencing at 8.00 pm

Chairman: Les Vogiatzakis, Secretary: Richard Argus,

Apologies: Lat Fuller, Jeff Sanders, Colin Tie.

Members Attending: - 48

1. Microphone Usher: - Paul Barnes

2. Visitors: Carl Kobelke; has restored a GT750. Simon McGrath; motorcycle collection includes 1970 Bultaco Sherpa, 1982 RD350LC, DT1, Honda XL500R

3 - Welfare report - *Adrian White*

Sad to report the death of Ron Morrison. Clever, helpful, well qualified, could design and make marine propellers, truly a gentleman. Rode a Brough Superior. Funeral on his 101st birthday. Such a gentleman. Appropriate funeral.

Death of Ken Hopkins #186. Long term, contributing member. Ex Australian speed car champion in the sixties, in a self-built car. Quality restorer. Royal Enfield 500 twin, BSA Golden Flash, also had pre-31 bikes. Good company, will be remembered for his laugh. Which was infectious.

Welcome back Murray Barnard, who has recovered after falling and incurring a head injury and concussion.

4. –New Members applications - *Mario Cudini – Membership Secretary.* **New member applications** in August: *Ron Hawkins, Richard Frizell, Ken Raine, Shane Edwards, Alan Oldfield.* August has been a reasonably busy month with a number of renewals processed & 6 applicants granted membership. I would encourage members to pay their renewals ASAP & to submit their completed renewal form either to me (the membership secretary) preferably, or to post it to our Treasurer, who will then forward to me. A reminder to members or to any new member applicants who may be at the meeting tonight is that club fees have increased. Please ensure you use the current renewal form as found on our website or ask our Treasurer Jim or my assistant Mike Blake for the correct form. As a point of interest 46 new members have joined our club so far this year.

5. – Chairman's Report – *Les Vogiatzakis:* Members are reminded that nominations for office bearers and committee members close on 25th September. Membership fees are also due; to avoid overloading Mario and Mike at the end of the year please renew your subscription between now and November.

6. – Secretary's Report - *Richard Argus:* Orabandon event schedule and Information will be emailed to attendees within the week. All attendees please pay the \$35 event fee into the VMCCWA bank account: BSB: 126547 Acc't: 22110619

Inwards Correspondence

Ron Morrison (Jr): Letter of appreciation from the Morrison family for the VMCC's donation to the Lung Foundation.

ESM Strata (Anna Jayadeep) lot 7 \$7,000 in arrears have been paid, lots 9, 10, and 11 are also arrears, recovery being sought., Missing fire equipment signage; will cost \$270 to rectify.

VCC WA (Alex Kirkwood) - Requested that the bins can be placed on Hale Road. on the road verge on Monday mornings.

Outwards Correspondence

ESM Strata (Anna Jayadeep): our response was to waive the legal fees for recovery of arrears for lots 9, 10 and 11.

7. - Finance Report - *Jim Douglas:* Membership Fees will increase this year by \$5 to renew + \$5 for the chatter following much calculations and Committee agreement.

Finance Report for July/August 22 - Trading income was \$13,886 mainly from sales of parts at the Mammoth Sales. Cost of sales was \$630 which the cost of the Serpentine Museum run (lunch + entry to museum). Income mainly from membership fees was \$1,679 which was pleasing to see an early start by some members to renew. Operating expenses was \$2,894 of which \$1,025 was the cost of club P/L insurance.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - *Murray Barnard; Communications Officer:* Murray has completed writing the club history; 65 years are covered over four editions. All accessible on the web site. Adrian White has provided much assistance with the edition covering Life Members. A new award has been created to recognize outstanding contribution to the club. It is the Outstanding Service Award. The inaugural recipient is Owen Page, who at 92 years of age has been active in the club for 45 years. Owen's roles have included acting as club Invigilator, running swap meets and inspection days.

8.2 Library report *Ken Vincent, Librarian:* Book donations have been received from Ron Morrison (jnr), Barry Berkshire and Murray Barnard.

8.3 Spares report: *Keith Weller, Spares:* All going well. Parts recently purchased include complete Norton Dominator and Matchless G9 engines. Many thanks to everyone who put in the hard work behind the scenes for the Mammoth Sale, including Chas Bayley, Bob Cary, Jeff Russell and the many other willing helpers.

8.4 Registrar's Report: *Lat Fuller:* Transfer to 404 from full licence -08.08.22 1787 John Gray 2163 Ducati 750S, 17.8.22 1753 Paul Bethell 2156 Kawasaki Z1300, 17.8.22 1753 Paul Bethell 2158 Triumph T120V, 18.8.22 1753 Paul Bethell 2162 Norton 850MkII, 24.08.22 1212 Mike Sutton 2165 Honda VFR750, 25.08.22 1162 Brian Wiren 1540 Triumph 5T, 30.08.22 1807 Craig Orr 2140 Ducati ST7
New Rego To 404: 26 08.22 1750 Stuart Hall 2166 Vincent HRD

Transfer of ownership: 31.8.22 520 Robin Webb1070, Lloyd Elliott Triumph Tiger 100

8.5 Dating Officer's Report: Maurice Glasson

Two bikes have been dated and entered for this month. 1951 Vincent Rapide for Stuart Hall & 957 BSA Gold Star for Steve Banks

Note: there are almost 2,200 bikes in the club data base. Please advise the dating officers if a dated bike's ownership changes.

8.6 Dating Officer Post 70: Jeff Sanders: Only the one bike dated this month which was John Sutton's 1995 Honda VFR 750.

8.7 CMC Member Representative: Les Vogiatzakis: Attended the Annual General Meeting last month. There is a new Chairman; Dean from the Ford Model A Club. Note that next year the CMC Car Show is scheduled for the week following Old Iron.

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9 Events Coordinator: Stephen Hills

9.1 Events Past

August 21: Keith Weller's Big Day Out and BBQ was very popular and well attended; 65 bikes, and 74 attendees.

9.2 Events Future

September 10 – Beverley Send-off brunch. Meet at Bean To

Brook from 11.00 am on Saturday. Ride to Karragullen to see Pre-31's off on the Beverley Run.

September 22 – 25: Orabandon / Perkollili Red Dust Revival

October 16: WA TT York

October 23: Pre-49 Old Hotel Run.

October 30: VCC / VMCCWA Scarborough to Mussel Pool Rally. March 19: Old Iron 2023. The theme is "Two Strokes". The organising subcommittee is meeting regularly, and is asking for volunteers to assist on event day.

April 1 – 2: BSA & Triumph Triples Rally.

10 Regalia Report: Andrew Hobday

Quiet in Regalia department. Remaining Bomber jackets will be raffled off; not to be restocked.

11. – General Business.

Rob Wharton asked if members interested in establishing a regular Northern Suburbs run would like to contact him.

Eric Gibbon asked if it was planned to start bikes up (engine run) at Old Iron 2023. Stephen Hills said the subcommittee would discuss.

Adrian White asked if members still have the opportunity to vet new membership applicants. Murray Barnard responded that the committee members are expediently deciding on the suitability of applicants. If club members have concerns about individual new members or applicants, they should raise the issues with the committee for consideration.

Life membership badges were presented to Murray Barnard and Ken Vincent.

12 Bits & Pieces

Bob Cary mentioned that a club member is restoring a Harley Davidson Peashooter but lacks information.

Is there any club members with knowledge (or a Peashooter) that can be contacted?

Meeting closed at 9.00 pm.



At the meeting, Richard Argus presented Life membership badges to Ken Vincent & Murray Barnard (Photo by Colin Hankinson)



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au
Bernie Wolfe - Roving reporter & Peter Ogborne, Official Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

VMCC ALBANY - 40TH ANNIVERSARY RIDE - 14TH VMCC AUGUST 2022: So in 1982 a group of motorcycle enthusiasts decided to formalize their common interest of old bikes and applied to the Vintage Motor Cycle Club of WA to join as the Albany Section and it's still in existence 40 years later. In starting the Section, would anyone have given a thought to 40 years into the future? What might it be like? I'm guessing not; just as we don't think about the possibilities of the Club (all electric?) in 2062. As it was, we all had a good laugh a couple of years ago when the Albany City Council granted a 20 year lease on the land the clubhouse stands on, realizing that even if we were still vertical, none of us would still be riding! And who were these original enthusiasts in 1982? - Neil and Robin Bromilow, Neil and Andy Cameron, Paul Ashboth, Ian Jury, Derek Padgett Bob Shanks, Bill Morrell & Bob Rees. The person who was across the application to join the VMCCWA in Perth was Bob Veitch. So a retro thank you for starting the Club. And no it's not the same as it was, (like everything else) but it still performs the same functions of bringing camaraderie to a group of motorcycle enthusiasts over (mostly) older bikes. And the ride? Well despite the weather forecast the Albany weather gods turned on a lovely, warmish, sunny day! As a result we had 24 bikes turn up for a ride up to the Wind Farm for morning tea then out to Quaranup Point for a look and a chat, concluding with arriving at the Chalet (clubhouse) for a BYO lunch/ bbq. There were bikes there from the 1920's to the 2020's. All up we had 30 people there for lunch. As is usual in this Club there was much socializing well into the afternoon; I think everyone enjoyed the day and the company. And even better, nobody broke down! *Bernie*



ALBANY SECTION VMCC JULY MINUTES - Chalet Little Grove 4th August 2022 7.30pm President- L MORGAN Secretary - N.FIANDER Treasurer- J.BANKS (Apology)

Present- Members 11, Apologies 7, Visitors 1 (see att. list)

PRESIDENTS COMMENTS - Thanks to Arthur WUST and Ian REDMAN for the Mt Barker Pie Run held on 10/07/2022.

PREVIOUS MINUTES - Are now distributed to members via email. Moved Accepted Paul ARMSTRONG, Sec. Arthur WUST. Passed **BUSINESS ARISING FROM PREVIOUS MINUTES: TRAINING DAY (Item 5 07/07/2022)** - Chris PRESCOTT raised if it was appropriate that the club subsidises members activities like the training day. Feels it may be unconstitutional. Discussion held re all members having equal access, promotion of safe riding and club/community benefits. Lynton MORGAN will follow up.

MEMBERSHIP DATABASE (Item 6 07/07/2022) in respect to membership minute..1. **Membership Database** - Discussion about the membership database held by VMCC Perth was discussed. 4-5 members were not financial. This leads to issues re concessional vehicles. Andrew DUNCAN proposed a motion: "Perth VMCC to investigate delivery of Annual membership renewal to members by email or other means."

Email from Murray BARNARD

"I can only restate that each year, all members with email are sent a reminder every few months, generally from August on until into the New year, to renew their membership and provided with a link to the renewal form. As well, all Chatters during the same period, include a reminder to renew their membership and a copy of the renewal form in the mailing slip. Renewal is the responsibility of individual members. It falls due every year without fail and numerous reminders are issued. Any member with 440/C4C who does not renew by 31 Dec each year, by law, is reported to the Department of Transport as an unfinancial member. Not a Club rule, a DoT requirement. Failure to respond to numerous requests to renew is not a club admin failure, it is a question of why individual's ignore the reminders. Cheers Murray"

Discussion ensued and Membership Renewals will be promoted by this Section.

CORRESPONDENCE

IN - Smoke Signal magazine – circulated, Email – Membership Database (Above), Email – Family Membership (New Business), Procession Permit (Christmas Charity Ride)

OUT - Club Ride details sent to Murray BARNARD (VMCC Perth), General Meeting and AGM Minutes

Moved Accepted Lou ANDERSON, Sec Bill MORRELL Passed

TREASURERS REPORT – John BANKS ; Moved Accepted Bernie WOLFE, Sec Ian REDMAN Passed

LIBRARY Nil

MACHINE EXAMINATION Nil

GENERAL BUSINESS

Richard TURPIN – Cheynes Beach Ride - L.MORGAN advised members that discussions are being held re the ride to take place in October. The format will be changed. Discussion ensued.

Anniversary Ride 14/08/2022 BYO Lunch to Chalet. Invite members of the Vintage and Classic Club (Lynton to follow up) Cake to be arranged by Lynton. (Bring your oldest bike). Possibly ride to Quararup and Windmills, then back to Chalet. Possibly a Mystery Ride. Backup Bernie WOLFE. **Training Day 23/10/2022** To be discussed next meeting

Family Membership - Nigel FIANDER raised that he had been in contact with Murray BARNARD re Family membership. As a

result of the email (Attached) the club are satisfied with the response.

Pre 65 Run August 28/08/2022 Bill MORRELL 0930 start. Mystery ride.

Christmas Charity Ride Badges - Paul ARMSTRONG will arrange the badges. Quantity and style to be arranged by Paul. Discussion ensued.

MEETING CLOSED 8.10pm.

ALBANY SECTION VMCCWA September MINUTES - Chalet Little Grove 1st September 2022 7.30pm

President- L MORGAN, Secretary -N.FIANDER, Treasurer- J.BANKS

Present- Members 14, Apologies 6, Visitors 1

CHAIRMAN'S COMMENTS

First ride to the Hortin Dairy, although inclement weather, was a success.

40th Anniversary Ride – Thanks to all involved. Special mention to Bill MORRELL for cake cutting.

Thanks to Bernie WOLFE for the Chatter contribution and Paul ARMSTRONG for the Facebook posts.

PREVIOUS MINUTES - Are now distributed to members via email. Moved Paul ARMSTRONG, Sec. Andy DUNCAN. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES

BADGES - Paul ARMSTRONG advised that the Christmas Charity Ride badges would cost approximately \$6.20 each for 200. Badges to be sold for \$12. Discussion was had on colour of the badges. Lime Green, Dark Green and White. Moved Andy DUNCAN Seconded Manfred FEICHTINGER Passed.

MEMBERSHIP FEES RENEWAL - Paul ARMSTRONG recommended that the renewal date for fees be advertised on Club information. Discussion ensued and agreed.

CORRESPONDENCE - IN

Email – VMCCWA EVENT CALENDAR UPDATES – Tabled. Albany Section to forward Proxy names to Murray prior to AGM on 02/11/2022.

Email from Murray BARNARD re congratulatory words for 40th Anniversary Ride.

CORRESPONDENCE - OUT

Club Ride details sent to Murray BARNARD (VMCC Perth)

General Meeting and AGM Minutes

Moved Accepted Bill MORRELL, Sec John BANKS Passed

TREASURERS REPORT – John BANKS - Full report - Moved Accepted Paul ARMSTRONG, Sec Ian REDMAN Passed

LIBRARY - Nil

MACHINE EXAMINATION - Nil

GENERAL BUSINESS

Get Well Cards - Circulated at meeting for Shawn MULLALLY and Bob SHANKS

Gypsy Tour 20/11/2022 – Paul ARMSTRONG suggest morning Tea at Hortins Dairy. John Banks to investigate further. Also discussed visiting Stoney Hill as part of the ride.

Museum Ride -Information to be provided to members – Email.

Richard TURPIN – Cheynes Beach Ride 9th October

L.MORGAN advised that the ride will finish at Normans Beach. Tea/Coffee provided.

Training Day 23/10/2022- Email sent to members who have indicated an intent to attend. If you wish to attend please contact John BANKS. Andy DUNCAN will be accommodating the

trainers. BYO Lunch, Morning Tea provided. Looking for a White Board. Further info will be provided to attendees.

Monthly Rides – Attached

Perth Rides – Ian REDMAN suggested Albany Chapter participate in Perth Ride that heads south for a possible met-up. Discussion ensued. To be explored further.

Chalet Committee AGM – Bernie WOLFE advised that the meeting will be held at 2.00pm on 08/09/2022. Everyone welcome. \$1 membership.

Christmas Charity Ride – Awaiting copy of Insurance from Perth Chapter so that Albany City can be advised. Lynton MORGAN arranging.

Membership Badges – Bill MORRELL enquired if the VMCCWA still hands out Years of Membership badges for number of years in VMCCWA as he recollects that 30 year badge was issued. Lynton MORGAN to follow up.

MEETING CLOSED 8.30pm.

Halcyon Park - Recollections of War Museum: Sunday 11th September with fantastic weather after the horrors of August thirty plus riders gathered under the fig tree in readiness for the ride. Thirty motorcycles in the morning sun light were an impressive sight. Bill and Ed on their M20 BSA military dispatch bikes. Llyod's immaculate E52, a couple of nice replica Royal Enfields and two sidecar outfits.

40 kilometre ride towards Denmark to meet our hosts John and Cathrine Shapland. The Shaplands have put together artifacts from Australia's military history and some besides. Very professionally presented and displayed from WW1 replica aeroplane, trench art, uniforms and a library of 7000 books. John has artifacts from deceased estates, sale rooms and from people who didn't know what else to do with their own collections. It's a valuable historic collection. Thanks to John Banks for putting together this event it was well attended and much appreciated. Thanks to Peter for volunteering the trailer duties as Jim Roberts BSA sidecar outfit was puffed



AUCTION

The club wishes to sell a donated Pagsta Motorcycle 250cc twin as seen in the parts store. The bike was recently licensed and running. This would represent a cheap motorcycle for anyone interested. We are offering this bike by a closed sealed bid auction, to be drawn at the AGM in November. There is no minimum bid required. Bid whatever you think it is worth. Put your bid in a sealed envelop and leave it in the parts store. The bids will be collected one day prior to the AGM.





Meeting No. 419 27-07-2022 Opened at 7.30 pm
VMCCWA Pre 31 Section - Venue, Ken Marshall Room, Hale Road, Wattle Grove - Chaired by Ken Vincent
Members Present Greg Boothey, Greg Hughes, Jeff Lindley, Jeff Sanders, Tony Southall, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan Apologies Phil Skinner Visitors nil
New Members nil

Minutes of Previous Meeting Emailed by Art Woldan.

Business Arising from Previous Minutes nil

Correspondence

Ken Vincent received emails from two riders who have a 1926 two-stroke Velocette, and a 1928 Model U Velocette.

Financial Report Submitted by Jeff Sanders.

The Westpac account had \$2637.29 on June 29th, and \$2722.29 on

July 26th. The increase was due to the \$5 membership fees received for the current Financial Year, July 2022 through June 2023.

The Section had 12 financial members at the time of the meeting.

Business Arising from Financial Report Jeff supplied some financial info requested by Jim Douglas, the VMCCWA Treasurer.

Past Events

17 - 07, Peter Groucott Run, by Steve Hills. Jeff Sanders said there were ten riders including two with vintage bikes. It was noted there was some rain and in the past this event was held when it was less likely to rain.

Future Events

21 - 08, Keith's BBQ, by Keith Weller.

10 & 11 - 09, Beverley Re-Enactment Run, by Ken Vincent. Gary Ternardi will organize the breakfast in Beverley, and Jeff Lindley will confirm whether he'll do the backup. The Run starts at the Karagullen servo and it was mentioned some riders go to the Bean 2 Brook Café first. It was suggested this Run may get more riders if it has more space on a page in the *Chatter* like the Peter Groucott Run and the Gypsy Tour. This could include photos of vintage bikes.

Business Arising from Events

- There was a discussion about identifying a hotel for the next Old Hotel Run. The Gosnells Hotel was suggested for a shorter run, and the Pinjarra Hotel for a longer run. A tentative date for this is October 23rd.

- There was some info about the adventures and mishaps of the riders on the Heritage Club's veteran bike Brisbane-to-Broome Run. This is occurring from July 18th to August 11th.

- It was mentioned the Machinery Preservation Club (where the VMCCWA has had many visits) has moved but is still close to where they were in the Midland Railway Workshops. Their website was checked after the meeting and it shows they're on Main Gate Road off Yelverton Drive. Their website is at www.machinerypreservationwa.com.

General Business

- Greg Hughes asked about showing a Historic plate and it was mentioned any Historic or Vintage plate is acceptable.

- There was a query whether sidecar passengers require helmets and it was suggested there isn't a law about this in WA. A check after the meeting of the WA website "Motorcyclists: Offences and Penalties" says it's an offense to "Ride in a sidecar seated unsafely". Therefore it's unclear whether a helmet is required but to avoid a debate with an

officer who stops you a helmet should be worn.

- Greg Boothey said he read a report by a veteran UK police motorcyclist that a "delayed or faulty memory" in the eyes of a driver stopped at an intersection can cause them to pull out in front of a bike.

- Ken Vincent showed a book titled *WA Motorist* from 1916 that mentions a rider named Cato who went on the Beverley Run that year, and it mentions races at Claremont. Ken showed the Cato Shield that's in the VMCCWA Library. It's a large piece of wood with many small metal tags showing race winners from past years.

Meeting No. 420 24- 08 – 2022 Opened at 7.30 pm

VMCCWA Pre 31 Section Venue, Ken Marshall Room, Hale Road, Wattle Grove Chaired by Ken Vincent

Members Present Nat Brazzalotto, Greg Hughes, Jeff Lindley, Jeff Sanders, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan Apologies Phil Skinner, Tony Southall Visitors nil New Members nil

Minutes of Previous Meeting Emailed by Art Woldan.

Business Arising from Previous Minutes nil

Correspondence: Ken Vincent received an email from Jim Robertson, who has a side valve V-twin BSA with a deep score in one cylinder, and he wants to know how to repair it. The suggestion was to fill the score with brazing.

Financial Report Submitted by Jeff Sanders. The Westpac account had \$2727.29 on July 28th, and \$2772.34 on August 15th. The \$45 increase was due to receipt of fees for memberships and the Beverley Re-Enactment. The Section had 15 financial members on the date of the meeting. Accepted, Greg Hughes Seconded, Dave Weeks

Business Arising from Financial Report nil

Past Events

- 21 - 08, Keith's BBQ, by Keith Weller. All reports said it was well attended, and Keith showed how to re-cork a clutch.

- 18 - 07 through 11 - 08, Brisbane-to-Broome Run, by the Heritage Club. Nat Brazzalotto said there were 20 bikes and 30 cars, and the largest number of breakdowns were from the backup vehicles! The distance was 4750km.

Future Events

- 10 & 11 - 09, Beverley Re-Enactment Run, by Ken Vincent. Jeff Lindley will do the backup with his father Ken, and Ken will supply music at the Beverley Hotel on Saturday evening, the 10th. On the morning of the 11th the bikes will park outside the Beverley Mens Shed for breakfast, with the food supplied by the Mens Shed and it will be prepared by the Pre 31 Section.

- 23-10, Old Hotel Run, by Jeff Sanders. It will start at Greg Boothey's and go to the Premier Hotel, Pinjarra.

- 27- 11, tentative, Old Bike Display at the B Shed, Fremantle Harbour. Dave Weeks has corresponded with the Fremantle Port Authority and the display will be inside the B Shed. Confirmation of the date depends on completion of current B Shed maintenance.

- 26-02-2023, Old Forkers Event, by Ken Vincent.

- 19-03-2023, Old Iron Event. The Pre 31 Section will have a display in the smaller hall, with a racing theme.

Business Arising from Events

- There was discussion about when the Beverley Re-Enactment Run started and it was thought to be in the late 70's or early 80's. (Ed. actually 12/13 October 1985 – see details in *Club History on the Club website*)
- Jeff Sanders suggested the Peter Groucott Run would have better attendance if it's later in the year when it's less likely to rain.

General Business

- A program from the funeral of Ken Hopkins was passed around. Ken was a long time Pre 31 Section member. He still had some bikes and he was a top speedway car driver. Adrian White, Brian Rodwell and Art Woldan attended Ken's funeral.
- Ken Vincent said Richard Blackman has a ≈1928- 1929 OHC Velocette, and Ben Romell(?) has a 1922 M30 BSA and wants to join the Pre 31 Section.
- It was mentioned that Chris Zoch in NSW repairs magnetos. His website is at www.zochys-magnetos.com and the website has his contacts. It also has advice about vehicle electrical systems. In the web address note the -, not a ..

Bits & Pieces

- Jeff Sanders said he purchased a 1912 Premier bike.
 - Greg Hughes is looking for a hydraulic workbench and it was mentioned there's one in the Maddington Unit.
 - Greg showed a 1930 Ariel petrol tank, and two Ariel crankcases, from ≈1949-1950 and 1952, of magnesium and aluminium alloy, respectively. Greg pointed out the lightness of the magnesium crankcase.
 - Jeff Lindley showed the following;
 - Four New Old Stock pistons of about 600cc. They were in a wooden box and a label on it said "Priddys Hard", which the Internet says was a military installation in England.
 - A 600cc cylinder and head, and two 350cc heads, all for Royal Enfield side valves.
 - A 1935 American book titled "Dykes Automobiles and Gas Engines".
 - A Stromberg-Carlson radio with a Bakelite case.
 - A trouble light with alligator clips to run off a battery.
- Closed at 8.55pm

WIRED-ON COVERS AGAIN - *Daily News 12 March 1925*: The news that the Dunlop Co. are offering a complete new range of wired-on covers for use on motor cycles will recall to the minds of many older riders the fact that covers incorporating this form of fitting were in common use 12 year's or 14 years, ago. In the competitions of those days, says 'Motor Cycling,' the wired on tyre was generally used for racing, because it was felt that in the event of a burst or quick puncture it was far less prone to leave the rim than a beaded-edge. Since that time the performance of machines, even of the touring type, has been enormously improved, and we are given to understand that it is the greater speed of the modern machine that has caused the Dunlop Co. to offer the new range, in which the fixing of the tyre to the rim is accomplished mechanically. As regards the fitting and removing of the cover from the rim. the wired-on type has much to recommend itself.

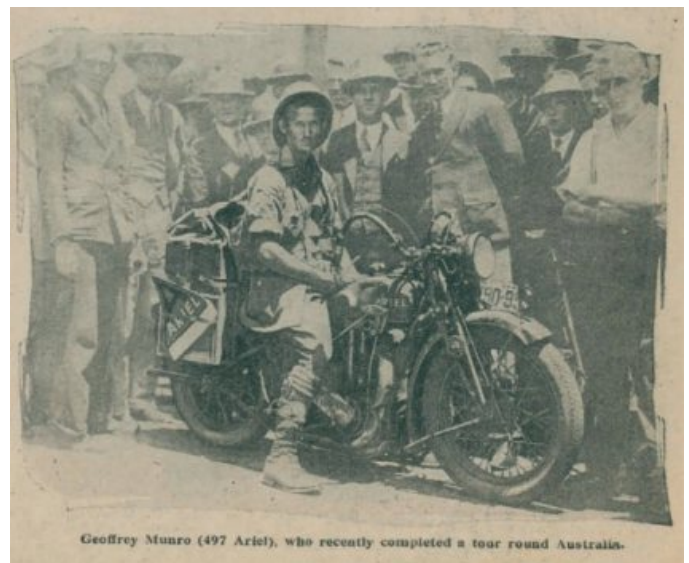
It is now used on certain types of balloon tyre the fitting and removing of which are said to be capable of accomplishment practically with the fingers alone. Whether the same advantages will be obtained with the wired-on motor cycle type of cover remains to be seen, but, judging from our experiences in the past, we should imagine that the cover can be easily fitted by hand and that it will be much less liable to rip the tube when being refitted than the beaded edge type

FEB 7th, 1929 - ROUND AUSTRALIA BY MOTOR CYCLE

AUSTRALIA has again been circled by motor cycle. A. W. Grady made the pioneer trip in 1924, and now the feat has been accomplished by Geoffrey Munro, of Sydney, who used one of the first 1928 Ariels to arrive in that city. The start of the adventurous trip was made last July, and the route followed was Brisbane, Cloncurry, Camooweal, Newcastle Water, Darwin, Broome. Marble Bar, Perth, Adelaide, Melbourne, and then back to Sydney.

As far as Brisbane, fairly good going was encountered, but after that Muuro had to traverse 450 miles of the dreaded "black soil" country, which is almost impassable after rain. When Munro tackled it, there had been rain for a fortnight.

During the trip Munro had two bad crashes, which put him in hospital for two weeks, and he was also delayed five weeks as a result of malaria. heavy kit of blankets, food, 7¹/₂ gallons of petrol, and oil and water totalling three gallons, were carried throughout, and so the weight which the machine had to bear was considerable.



Motorcycle Timeline

From Big Bang to bang-pop-bang and beyond

Part 3 - 1820 to 1829

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives on the most Westerly point of Russia (the Isle of Wightistan). David has kindly shared his timeline of motorcycles with us. This part takes us into the 19th Century....the pace of change picks up.

1820

THE REV W CECIL presented a paper to the Cambridge Philosophical Society with the snappy title: On the application of hydrogen gas to produce a moving power in machinery; with a description of an engine which is moved by pressure of the atmosphere upon a vacuum caused by explosions of hydrogen gas and atmospheric air. But while it operated "according to the explosion vacuum method...in much the same manner as in the common steam-engine", the hydrogen engine would "be capable of acting in any place, without the delay and labour of preparation". At 60rpm, he added, "the explosions take place with perfect regularity".



1820 CECIL GAS ENGINE

Cecil reckoned his gas engine would run smoothly at 60rpm.

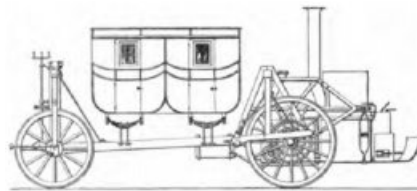
1821

DAVID GORDON took out a patent for "improvements in wheel carriages". His ideas included mounting the engine inside a sort of giant hamster wheel in the form of a cylinder 9ft in diameter and 5ft long. Teeth round the internal circumference meshed with the running wheels of an engine much like Trevithick's. This caused the wheels of the carriage to climb up the internal rack of the large cylinder, making the cylinder roll forward, propelling the vehicle by means of side rods. Obvious when you come to think of it.

JULIUS GRIFFITHS of Brompton had a carriage built by the locksmith firm Bramah. It was designed to carry three tons at 5mph and was patented in England, Austria and the USA. It was also a flop, otherwise it might have been the first commercial vehicle.

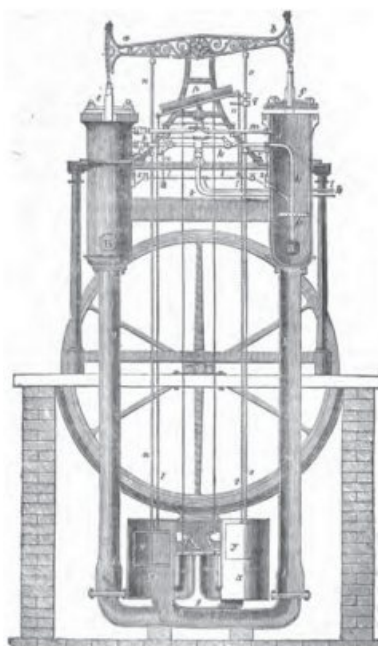
1821 BRAMAH STEAMER

The Bramah was a brave attempt at a CV with a three-ton payload.



1822

GOLDSWORTHY GURNEY, later to earn fame as a pioneer of steam-powered PSVs, built what was probably the first engine to run on ammonia. He claimed: "Elementary power is capable of being applied to propel carriages along common roads with great political advantage, and the floating knowledge of the day places the object within reach."



He was said to have used his ammonia engine to power "a little locomotive".

1823

SAMUEL BROWN patented a gas engine adapted from Newcomen's atmospheric engine. Like Cecil's engine it relied on burning gas to expel the air from a vertical cylinder, but cold water was injected to "condense the flame and produce a vacuum". Mechanics Magazine reported that one of his multi-cylinder engines had raised 300 gallons of water 15ft on a cubic foot of gas.

1823 BROWN GAS ENGINE

Brown's engine was a steam engine fuelled by gas. BRITISH INVENTOR (and qualified doctor) Sir Goldsworth Gurney, inspired by his chum and fellow Cornishman Richard Trevithick, built a model steam carriage; as we'll see he would have an illustrious record with the real thing.

1823 GURNEY MODEL



Goldsworthy Gurney built an exquisite model steam carriage before progressing to greater things.

MACINTOSH USED rubber gum to waterproof cotton—and we all need waterproof riding gear.

1824

WALTER HANCOCK began to work on the first of a series of steam-powered coaches.

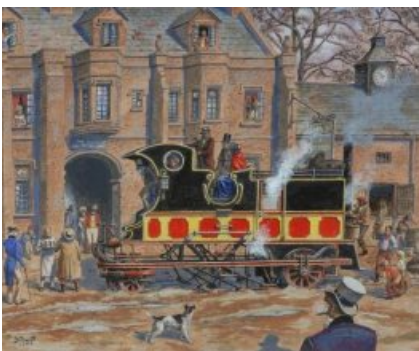
T BURSTALL OF Edinburgh and J Hill of London teamed up to patent and build an innovative steam coach featuring the 'flash boiler' technology which made later steam cars practicable. It was also the first vehicle to boast four-wheel drive—not directly relevant to our story but still damned clever.

MORE FEET! David Gordon built a coach he called The Comet featuring a modified version of William Brunton's walking-carriage design; there was a view at the time that wheels alone would not have enough friction. As with Brunton's walker, three wheels took the weight of the vehicle while six legs pushed it along, much like a nipper on a scooter. [Exactly 124 years later Boeing would build the B36 bomber with six propellers and four turbines; a USAF wag described it as "six turning, four burning". A Georgian wag might have remarked that The Comet had "three rolling, six strolling"]. Innovations included a rotary drive to the legs, described a 'propellers', for a smoother action. The propellers were formed of iron gas-tubes, filled with wood, to combine lightness with strength.

According to a contemporary description: "To the lower ends of these propelling rods were attached the feet, of the form of segments of circles, and made on their under side like a short and very stiff brush of whale-bone, supported by intermixed iron teeth.

These feet pressed against the ground in regular succession, by a kind of rolling, circular motion, without digging it up." It took more than six years of experiments with four walking carriages to convince Gordon that wheels beat legs. Pity though; instead of mopeds we might have had been riding bipeds.

1824 DAVID GORDON STEAMER



David Gordon's steam coach, The Comet: "three rollin', six strollin'."

WILLIAM JAMES built a 20-seat steam coach featuring a double-cylinder engine on each rear wheel. This gave each driving wheel an independent source so power and speed could be varied for turning corners. Its turning radius was said to be less than 10ft—considerably more nimble than a 21st century minibus.

1825

GREAT DANE HANS Christian Orsted produced tiny amounts of aluminium (8% of the planet's crust is made of aluminium; not a lot of people know that). It's lighter than cast iron, of course, but as Ariel VB owners will know, the other difference is that iron heads don't warp. Orsted was also a pioneer in the field of electromagnetism, which led to magnetos, dynamos, alternators, starter motors, regulators and solenoids. Nice one Hans.

GURNEY PATENTED and built a full-size version of his walking carriage and drove it up Windmill Hill, near Kilburn in North London. It weighed 1½ tons, had 21 seats and was rated at 12hp. The legs were found to be superfluous so he removed them.

JA WHITFIELD OF Bedlington Ironworks reported that one of Sam Brown's gas engine was fitted into a carriage with 5ft wheels, a wheelbase of 6ft 3in, a track of 4ft 6in and a tare, including gas and water, of a ton. The bore/stroke were 12x24in. In May this carriage climbed the steepest part of Shooter's Hill in South-East London ("a gradient of more than 13in in 12ft") "with considerable ease"

SAMUEL BROWN fitted his 'gas-vacuum' engine to a carriage which climbed Shooter's Hill in South-East London "to the satisfaction of numerous spectators".

1826

SAMUEL MOREY patented an internal combustion 'explosive engine'. It was fuelled by a gas/air mixture via a carburettor and featured cam-driven poppet valves with tappets, a crank and a flywheel.

He also experimented with spark ignition but failed to find backing to develop his dream of "drawing carriages on good roads and railways and particularly for giving what seems to be much wanted direction and velocity to balloons".

1826 MOREY ENGINE

This is a replica of the Morey engine, built a century later.



1827

THE BROTHERS Johnson of Philadelphia built a carriage with a bottle-shaped boiler, 8ft wooden rear driving wheels and much smaller front wheels. It worked well but "was sometimes altogether unmanageable" and caused considerable damage to local buildings.

MESSRS POCOCK and Viney attached kites to a light gig and rode in it from Bristol to London but they carried a pony on a platform at the rear "to make the carriage available when the wind did not serve". They claimed to have regularly topped 20mph.

FRIEDRICH WÖHLER made aluminium by reacting potassium with anhydrous aluminium chloride.

HANCOCK PATENTED a steam boiler incorporating separate chambers of thin metal which could split rather than explode, a safety measure for operators and passengers alike.

1828

THE WESTERN TIMES reported: "We were much gratified a day or two ago by witnessing a novel exhibition on the Hammersmith road of a large carriage propelled by a Gas Vacuum Engine, which rolled along with great ease, at the rate of seven miles per hour.

There were several gentlemen in and upon it, who appeared quite satisfied of its power and safety. The public are indebted to Samuel Brown, Esq of

Brompton, for this valuable discovery, who has been indefatigable in his exertions to bring it to its present state of perfection!’

1829

IN FEBRUARY 1829 Gurney drove one of his steam carriages 212 miles from London to Bath and back at an average of 15mph. Gurney’s pioneering run was made at the request of the Quartermaster General of the army who clearly grasped the advantage of moving troops and equipment at high speed. Gurney boosted the power of his engines with a high-pressure steam jet.

The ‘Gurney Jet’ was applied to Stephenson’s Rocket locomotive for the Rainhill Trials on the Liverpool and Manchester Railway in October 1829, and to steam carriages.

Stevenson also claimed responsibility for Brandreth’s Cyclopede, powered by a

horse on a conveyor belt, that competed at Rainhill but only managed 6mph.

1829 LONDONBATH



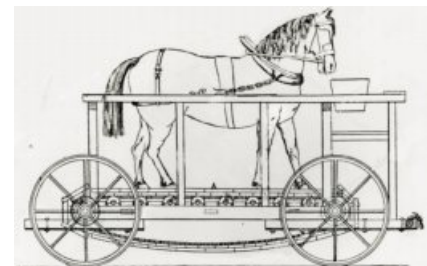
Gurney launched an ambitious coach service from London to Bath, averaging 15mph.

1829 WELLINGTON



This splendid print was published in 1829 with an equally splendid caption: “A Sketch of Mr Gurney’s new steam carriage. As it appeared at Hounslow on the 12th of August, with a Barouche attached, containing the Duke of Wellington and other Persons of Distinction.”

1829 CYCLOPEDE



As well as the all-conquering Rocket, Robert Stephenson entered the 1hp Cyclopede in the Rainhill trials. All you needed was a compliant horse.

NEWCHUMS TO THE GOLDFIELDS by Murray Barnard

In 1971 I bought a Kawasaki 175 F7 trial bike. One of Kawasaki's first series of purpose built trail bikes, the Kawasaki was fast and no great shakes in the dirt. Better than the 175 Bushwacker which it replaced, however. I saw a Bushwacker break in half on Buckland Hill in Mosman Park one day doing jumps along a track between the gun pits and Stirling Highway. The frame clearly left something to be desired. In those days we could ride up and down the tracks of the old Harley Scramble course.

The Kawasaki F7 had adjustable axle positions for trail or road. In the trail position if you rode on the road at any speed you could get up quite a speed wobble. Jumping over the berms at Buckland Hill I landed front wheel first and just about knocked my teeth out on the handlebar cross brace. The forks didn't have much damping! Riding on the road on knobbly trials tyres was a challenge. I think I fell off half a dozen times before I mastered the lack off grip under brakes on the road.

I didn't go into Cowies on Canning Highway South Perth to buy a trail bike. I went there looking for a new Samurai 250 road bike. I liked the look of the Kawasaki rotary valve twins and thought at that stage of my motorcycling career a 250 was big enough. A 500 Mach III sounded like a sure way to kill myself after only 3 months of riding motorcycles. I was just 18yo and a callow youth.

I was easy pickings for a salesman of the calibre of Kevin Cowie. He told me he had no Samurai's on the floor, had I considered an F7. No, of course not; but, after a while he'd persuaded me to buy one. \$720! I went to the Commonwealth Bank to borrow the money; but, of course they wouldn't lend me the money to buy a motorcycle. Somehow i got a loan from a credit society and soon I was in possession of a 175 trailee!

Off I went to try it out. The closest bit of off road land was along the front of the river in South Perth. It was undeveloped swamp and grassland then. I opened up the beast and she rocketed across the grass. As I zoomed along, I suddenly espied a large drainage ditch in front of me, the grass was wet, so I applied the brakes and somehow stayed upright and also just avoided the ditch. Cartwheeling into and out of a ditch on a brand new bike, would have done the bike and I no good at all!

A mate of mine, Carl, had a 250 Triumph which we took to the Herne Hill scramble track for a bit of dirt riding. We rode back to his place and he heard a noise so leant down next to the motor to listen, gave the throttle a blip and the motor exploded into bits. Carl took the bike in bits to Herb Watson in Vic Park who traded it in and for a big wad of cash sold him an F7 as well!

The Kawasakis were claimed to produce 21.5 hp, which was pretty good for a 175 at the time. The Kawasaki F7 ran a rotary valve and these engines pumped out the power. Once I was filling up the tank in Doubleview and a guy, I remembered from school, pulled in on a Suzuki 185 trailbike.

He was a real bully in High School and had given me a hard time. Seeing me on a bike though he suddenly was great mate of mine (in his view anyway). He dared me to a drag, so we lined up on Sackville Terrace and then we were off. The Kawasaki left his 185 for dead. He was surprisingly reasonable about it. A few years late but finally had my revenge!

Carl and I decided on our first big trip was to be to Kalgoorlie. So we loaded up the bikes and took off on the F7s for the Goldfields in July. We found we could easily sit at 55mph all day on the Kawasakis. The little old two stroke single returned just on 90 mpg at that speed! We got as far as halfway between Southern Cross and Coolgardie by dark, so we pulled into a layby and put down groundsheets and got into our

sleeping bags, with the bikes next to us. Being right next to the Highway we had road trains going by all night, also at this time the railway went past on the other side of the pipeline, so the odd goods train and the Westland frequently disturbed our sleep. We woke up covered in dew and freezing cold,



it was July after all! To our surprise, parked right next to us was a huge road train. Finally getting to sleep we hadn't even heard it pull in, fortunately the driver had seen the bikes. Being run over in a sleeping bag would have been uncomfortable!

Still cold, we headed off towards Coolgardie. On the way we took a side track to a pumping station, it was abandoned but still had all the machinery, steam boilers etc and the enormous tools, spanners etc on the wall. It was like the workers had walked out the day before. We had a look around and then headed back to the main road. Twelve miles out of Coolgardie and suddenly my bike had no drive and rolled to a stop. The chain's split-link had come apart and the chain lay useless in the red dirt.

We didn't have a spare link, we were so technically ignorant then we didn't even know about a split link! Carl towed me into Coolgardie, Being towed on a bike is a pretty hair raising experience. We went to Ben Prior's shop which in addition to a collection of different fuel bowzers had an assortment of everything ever made on his crowded shelves inside. We asked if he had any drive chains or split links but he had nothing the right size. We had a look around his amazing open air museum. Today it is just a shell of what it used to be.



So late in the day Carl towed me into Kalgoorlie. it was dark by then and it was a terrifying experience. Stability is difficult when being towed as is not colliding with the tow bike. When I saw the lights of Kal in the distance it was relief. I was towed through Kal and out to where we were staying. We camped there and it was freezing!

The next day we rode around Kal to all the bike shops we could find, holding up my sad broken chain. Every shop we went to said the same. "Nope we don't carry that size chain and nope, we don't have a split link!" Dejected we had a quick look around Kal and decided to book passage on the Westland back to Perth and put the bikes in the goods wagon. The train travelled by night to Perth.

Best thing we did on the whole trip. The Westland was old as can be. The carriages came out the early 1900s by the look of them, with old hand basins and leather seats. They were great. The train was awfully slow and it was daylight as we came down through the Avon Valley. We unloaded the bikes and accessed a split link from Kevin Cowies. It was only later we realised what newchums we were. A different size chain would have run on the Kawasaki's sprockets.

We could have grabbed a Suzuki TS185 or Yamaha DT 175 chain! What got me was why none of the shops at Kal thought laterally as well. None of them suggested fitting a new chain on the bike. Oh well, I certainly learnt to be more prepared the next time we travelled on the Kwackas!





Above: Ben Prior's service station at Coolgardie & Below: the Kawasakis arrive back at the Perth Central Railway Station



MEMBER PROFILE - KEN VINCENT

(Prepared by Adrian White)

Ken came into the world in 1945, in Pinner, North London. He schooled locally, leaving at fifteen to train as a chef, which he enjoyed well enough, but working two shifts each day, including Saturdays and Sunday meant his social life struggled to survive.

So he quit after nine years. In his early teens he'd become interested in motor cycles, having swapped a pair of binoculars for a 1934 side valve B.S.A. 250, which he gave a good workout in paddocks close to home. Then came a licence, and a 1960 A.J.S. 350 which became his daily ride to work in London. In a local motorcycle shop he noted several pre 1931 bikes stored there and enquired, were any for sale? For £10 he became the proud owner of a 1938 Royal Enfield XK 1140cc V twin, with sidecar. This he rode to the Dragon Rally in 1965 a memorable experience.

Rockers were becoming a distinct social movement for motorcycle riders. There was no formal organisation, you just chose to join the fun. Ken loved his involvement, becoming a regular on his newly acquired Velocette Venom Clubman at the now famous Ace and Busy Bee Cafés. The Velo was replaced in 1966 with a new Triumph Bonneville; the twelve volt lighting on the latter meant at night, Ken was lead rider. Sadly Ken and Bonnie parted in the worst way, landing Ken a spell in hospital. Lying in a hospital bed gave him the idea of racing sidecars, so he sold his repaired Bonnie and bought a second hand outfit, which he raced for a number of years. Now buying bikes, refurbishing and selling them provided Ken with a very good living.

Ken and a mate watched the film "Easy Rider," this inspired the decision to travel to America, so with a bit of creative negotiation, student air fares were purchased, direct to New York. They stayed six wonderful months, hitch-hiking across America and included Canada in their travels.

Back in England, Ken went on buying and selling bikes, making a very good living out of work he enjoyed. However, the travel bug had a firm grip on Ken, so, with two friends, he purchased a Austin J2 van and set off for India, via most of Europe. Unwilling to spend winter in Lebanon, they sold their van and made their way to Israel, living and working in a kibbutz. Ken's two companions then chose to go home. Ken was fortunate to meet a very nice American girl; they joined forces and travelled back to Lebanon. Explosions in the distance announced the beginning of hostilities in Beirut. They needed to get out to Jordan, with very limited options to do so. After four worrying days, they discovered there were three, and only three, aeroplanes leaving. They missed the first, which turned back anyhow, caught the second, and later discovered the third flight had crash landed. Then it was on to a bus to Iraq, across endless desert. The latter was a blessing; their bus driver was drunk, driving very erratically.

In the desert, there's nothing to hit if you do get it wrong. Then on through Iran to Afghanistan. They made their way to Pakistan, noting it is a beautiful place, but discovered the British very much on the nose. After rough treatment in the northern

hills by the local police, and exorbitant exchange rates, they hitched and bused through India and Thailand to Malaysia. From there, they caught a boat, to then unspoiled and beautiful Bali, from there, a boat to Perth.

At immigration, in Fremantle, they were asked "What sort of visa would you like, holiday or permanent resident?" Naturally they chose the latter, which was issued on the spot. With only about five dollars between them, jobs were number one priority. Next day, Ken was on the end of a paint brush, getting paid for it, whilst his companion soon began teaching ceramics, at what is now TAFE, in Northbridge.

As funds permitted, they did travel more – Sumatra, India, Sri Lanka, Tibet, Japan, Taiwan, The Philippines, South Korea, Hawaii, then on to San Diego, where they finally parted, Ken returning to England. There he took a phone call from friend in Perth, Peter Jeans. "Would you like to be my mechanic in Manx Motorcycles, in Beaufort Street?" No second invitation was needed!

Once settled in Perth, Ken bought a 1929 Velocette two stroke, and Peter a 1924 B.S.A. 500 and joined the Vintage Motorcycle Club in 1975. After working for Alron's Motorcycle shop, The Motobecane franchise became available, so Ken decided to "give it a go!" In this he was quite successful, but was constrained by lack of capital, reluctantly selling the business. Jobs in other motorcycle businesses followed, then an opportunity arose at Fastener Engineering. Twenty-seven years later, Ken retired.

Meantime, he'd married Adriana a West Australian girl, whom he's met when he was a riding instructor and brought up two boys who are also now keen motorcyclists. Peter Jeans and Ken had old bikes they were keen to race, but no club existed for this, so they placed an advertisement to see if any interest existed "out there." They were surprised by the size of the response, and set about forming the Historic Competition Motorcycle Club, with Ken as the inaugural treasurer. A glass jar contained the club funds. Ken was given life membership in 2012 which honour came with a very nice clock. The club still flourishes today, with Ken still a regular competitor racing a 1938 Mac Velo.

He became very active in the Vintage Club. In 2002, he put his hand up to run the library, which desperately needed a guiding hand. His last employment had given him knowledge of computer managed stock of thousands of different fasteners; this he wanted for thousands of books. A search revealed a program originating in Holland, the only one suited to the task, for which we signed up. We now have a professionally run library, a huge achievement. He's assisted in this by Gary Tenardi. It helped that Ken reads extensively, and loves books.

The Old Forkers, The Old Hotels and The Roaring Twenties are Club events Ken has devised. They're successful in part because they are good runs, but also because Ken actively promotes them, phoning members, reminding them of the fun to be enjoyed. To set events of this quality is a huge achievement.



Ken Vincent at play (Photos by Nic Montagu)



Numb Bums & Oily Rags by Adrian White

No motorcycle in this, and if you don't like dogs, too bad.

Kevin Kerr had an ex-Army Unimog, one of those extraordinary German four wheel drive truly "go anywhere" vehicles. He also had a king-sized Rottweiler who liked to drive around with Kevin. The Unimog is left hand drive, so Rotty sat in the right hand seat, giving Kevin much amusement. Particularly at roundabouts. Its rare enough to see a "Mog" on the road, but to see one seemingly driven by a large dog, well that's really something special!

"You won't believe what I've just seen, on the way home from work! One of those Army four wheel drives, with a bloody dog in the driver's seat and a passenger in the left side seat. I know the Army uses dogs for all sorts of duties, but driving? And I got a good look at them, going slow on the roundabout, so I'm not dreaming!"

He or she had seen Kevin Kerr, driving his left-hand-drive Unimog, with his trusty Rottweiler sitting up in the right hand seat. Kevin frequently saw raised eyebrows whilst driving around, and found it very amusing.

I'd observed many times how some dogs seemed almost to have a personality swap, once they are in a vehicle. Dogs that are perfectly amiable, and up for a game, then get in a vehicle and wave their teeth at you. I could never understand why they seem to be suddenly territorial and defensive. One day, I think I found an answer.

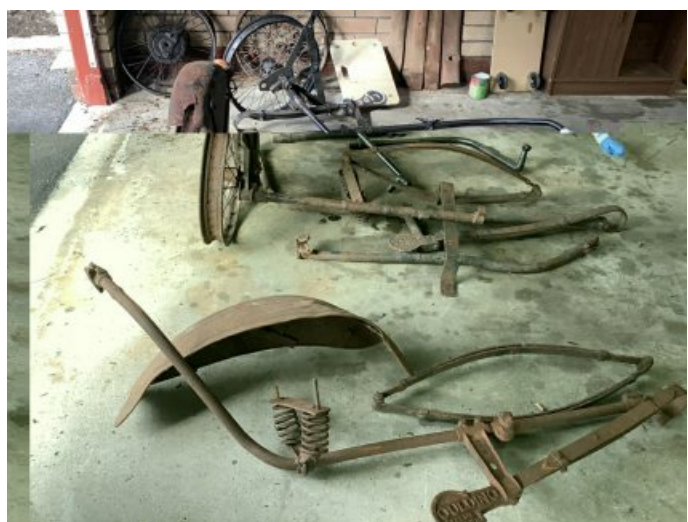
We had a three ton truck making regular deliveries to us, and in that truck rode a dog. On occasion, his boss let him out for a much-enjoyed play, all good. Back in the truck, however, he became very different. This day, we'd had our game, the dog back in the cab with an open window. I reached up to pat him, he sniffed my hand, and I saw, heard and felt static electricity jump between his cold, wet nose, and my hand. No wonder he was leery!

No doubt it had to be the right combination of seat material and fur, so probably won't happen to every dog in every vehicle.



1927 Triumph N, \$16000 The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. Please contact Elliott Montagu Mob. 0400068097 or email pilottopilotbook@gmail.com

Below: 1942 BSA WM20 ex army , older restore. Runs well ready for licence \$12250 Ph. Jim 0418200992 Albany



Glide sidecar frame incomplete + 2 Goulding frames incomplete \$275 for both Ph. Jim 0418200992 Albany.

CAFE RACER – HONDA CX500 1981. VIN: CX50014449 –fully licensed to September. Starts first touch of the button – well shod – new battery. \$5,500.00 For more details and more photos- or just for a chat - Phone: Terry, at the Bike Bunker 0419 554 735

The Club has two engines for sale:

1. A **Norton Dominator 77** (early engine) complete \$900.
2. A **Matchless G9** (1953) mostly complete for \$600

If you are interested contact Keith, Chas or Bob in the parts store. Be quick these engines will not be around for long.

1953 BSA M21 For Sale - on behalf of the late owner's wife. Good condition and on full license until April 2023. I will give any potential buyer the contact details of the mechanic who maintained the bike for the late owner. Asking \$9500. George Loverock loverock5590@hotmail.com or Ph. 0417914096



Honda VFR 750F 1991 ON 404 Licence for sale. The Bike runs well and everything works. William Carroll, Ph: 0419960591 or email genhiskhan2@mail.com



1974 Jawa 350 twin - \$5000. **1970 CL350** - \$5000 ono. **1974 CZ** Enduro 250 - \$5000. Also **Honda 350** twin parts, frame, engines, wheels and other parts: Contact: Chris Driscoll 0488471012 Mukinbudin

TRIUMPH BONNEVILLE 1968 unlicensed – starts first kick-very smart bike. (Shannons valuation \$17,500) \$14,000.00
TRIUMPH TR6 1971 Fully licensed to November 2022-starts well-good tyres - Ridden regularly – new battery. \$12,500.00
 For more details and more photos- or just for a chat - Phone: Terry, at the Bike Bunker 0419 554 735



Wanted

Wanted – Girder forked rigid frame bike (BSA M20 or similar) looking to purchase a complete & running bike. Would prefer something rough/ready/original than fully restored. Would happily consider other brands. Also looking for a spare gearbox in excellent condition for my rigid B33 (same as late M20 with the horizontal clutch arm). Would also love to purchase a complete B33 engine as a spare if anyone has one sitting around. Owen Wachla 0410440650 owenwachla@live.com.au

Looking for the following for my 1962 BSA A10 RGS in Scrambles trim. An undamaged thick flange barrel, Exhaust clamp 42-2703. Front brake cable 42-8838. Ian Lambert ilambert@mac.com 0481811433

Has anyone a set of WLA45 Conrods, Bigend and Pistons I can temporarily borrow to use for dimensions checking? Even scrap parts would be suitable for this purpose. Thanks! Ron Morrison Jnr 0407995709

Need an AJS 18 or Matchless G80 front frame and fuel tank, any condition considered. regards George Shiel 0412766895

Services

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service

please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or

remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

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Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) -
We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



I asked a supermarket employee where they kept the canned peaches. He said, "I'll see," and walked away. I asked another and he also said, "I'll see," and walked away. In the end I gave up and found them myself, in Aisle C

I told my physical therapist that I broke my arm in two places. He told me to stop going to those places.

Don't stress about your eyesight failing as you get older. It's nature's way of protecting you from shock as you walk past the mirror.

Thanks for teaching me the meaning of "plethora." It means a lot.

I hear that Aldi will be opening dental surgeries in some of its stores. There will be an express lane for people with 12 teeth or less.

Breaking News: Three Gnus escaped from the Zoo today. All three were sadly killed by a Semi on Kwinana Freeway. That's the end of the Gnus and now for the weather forecast....

My boss told me not to worry about spelling because we all have autocorrect now. For that I am eternally grapefruit.

Breaking News: A Cadbury's truck has collided with one containing Lego on the Mitchell Freeway. Expect major delays as the road is now chock a block.

I'm horrified to read that Doctors are now advising people not to drink alcohol two days running. So from today I shall be walking.

Accidentally took my cat's medication. Don't ask meow.



**DON'T BUY AN ELECTRIC CAR OFF
EBAY WHEN YOU HAVE BEEN
DRINKING, NO MATTER HOW GOOD
THE PRICE IS!!!**



"You don't need a colonoscopy, but I'm sending you for one because, quite frankly, I don't like you."



Is it a donkey or an Ass?



It is that time again! The Old Iron Classic Motorcycle Display and Swap Meet is coming again to the Cannington Exhibition Centre on 19 March 2023. Club members are invited to display their machines.

For girder fork machines please advise Ken Vincent if you can display a machine/s. Please email Ken on bognorridge@yahoo.co.uk

For all other machines please notify Murray Barnard on ildottore@iinet.net.au if you can display a machine/s.

The theme for the 2023 Show is Two Strokes, so please bring any two strokes you have if at all possible. Otherwise bring what you have,

Please register early to assist in planning for this important Club event



19 March 2023